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# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

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## IN THE DOG WATCH.

On the occasion of the opening of the new Branch of the Seamen's Union at Christiania, one of the speakers is reported to have said that the Seamen's Union had nothing to do with the Socialists.

He might have added that while the Seamen's Union is comprehensive enough to include—as it does—Tories, Liberals, Radicals, Socialists, Revolutionists, Anarchists, Catholics, Protestants and men of all sorts of religious and political creeds, it would be as absurd to call the Union by one of these names as it would be to call a ship by the name of one of her crew.

It would, moreover, lead to dissension, which is exactly what the opponents of the Union want, but we do not intend to breed.

Belief in combination for the purpose of bettering the lot of the seafaring class is the only common faith expected of members of the Union, and that common faith men may hold who differ most widely on political, religious, and nearly all subjects.



SHIPPING FEDERATIONIST hearing of Mr. J. H. Wilson's reception, blasphemes and rages so furiously that his wife orders their child out of earshot of such language.

To prevent the extermination of the British seamen by sordid shipowners and other enemies, is a work of patriotism and humanity. This all Britons who deserve to outside a lunatic asylum would admit, except the sordid shipowners, who would rather have cheap foreigners. So it is not surprising that the shipowners should accuse SEAFARING of lacking patriotism in suggesting that seamen should not join the Naval Reserve till the Government redress their grievances.

Two or three years ago the present writer suggested a Maritime Exhibition on a much larger and more comprehensive scale than the present, to include not only men-of-war but merchant ships and all other craft afloat, with models of overladen and otherwise unseaworthy vessels, also specimens of competent and incompetent seamen, with food and accommodation, illustrative of the seamen's treatment afloat and ashore, and of matters maritime generally, as they are and as they should be. Some day there may be such an exhibition. If so the result will be a boon to all connected with shipping, owners as well as seamen and passengers.

The Royal Naval Exhibition is meanwhile an established fact. As its name implies, it does not profess to be a Maritime Exhibition generally. It is a Royal Naval Exhibition, and such of our readers as happen to be in London should not miss seeing it.

In our report of the last meeting of the Middlesbrough Branch of the Seamen's Union will be found a reference to the plucky action of a seaman named Sorensen, who jumped into the sea and picked up a fellow seaman who had fallen overboard and sunk. The fact that the unfortunate man was dead when brought to the surface does not lessen the gallantry of the act, and as it is important that such actions should be rewarded and encouraged, we beg to call attention to the case.

On another page we quote some extracts from the *Engineers' Gazette* on the Shipping Federation insurance scheme, from which extracts it will be seen that the engineers now take much the same view of that dodge as we expressed weeks ago.

It is a pity that the *Engineers' Gazette* did not quote, as we have done, the confession of the Liverpool shipowners' paper that the insurance scheme was intended to smash the Seamen's Union.

As we noted in SEAFARING at the time, a shipowners' paper in Liverpool recently distinguished itself by the following candid confession:

*The Shipping Federation have started an insurance scheme to strengthen the hands of the shipowners in the struggle they have been carrying on with the Unionists, and at the same time lead to a conviction that they have the interests of the men at heart.*

The insurance was to be paid for by the subscriptions of the men, and a levy of a

penny per ton on shipowners, and we were further told:

*If the penny per ton will break up the Union ring and place wages on their proper footing, the expenditure will be very cheap.*

Here we had a candid confession from one of its own organs of the Shipping Federation's objects and hopes. It was, of course, a great mistake to make public such a confession, especially at a time when the Federation and several persons were trying to get the public to believe that the scheme was devised in the seamen's interest. The editor, however, must have been absent, and the printer's devil must have given out a strictly private and confidential communication from the Shipping Federation in mistake for a leader.

Whatever be the explanation of the blunder, it is not surprising to find that the editor has since been writing on newspaper mistakes, and deprecating the wrath of correspondents who threaten to stop their subscriptions.



CONSCIENTIOUS.

BIDDY: I'm sorry to say, sor, that Miss Giddy isn't at home.

MR. COLDE (facetiously): Why are you sorry, Biddy?

BIDDY: Because, sor, it's the biggest story Oi ever towld in my life.

SEAFARING had a great compliment paid to it the other day, when a deputation numbering thirty masters and mates called at the office to thank the editor for his efforts on behalf of their class.

Lieut. Tankerville Chamberlayne, R.N.R., has evidently not forgotten the seamen since he became a candidate for the representation of Southampton in Parliament, as the following extract from a recent speech of his shows:—

And now I have only time for one more item from my programme, and that is a stringent measure to compel shipowners to give proper food and accommodation to the crews. I have seen, at Sunderland and elsewhere, how shamefully sailors are treated on board ship. Let a Commission be appointed and examine into this matter, and let it be a penal offence for any owner to neglect his duties in this respect. Gentlemen, Mr. Harper calls these "Radical notions"; let him. If they are for the good of the working classes, I care not a straw what he or anybody calls them. And now, in conclusion, I offer my grateful thanks for the kind reception you have given me, and I promise to work hard in the directions I have indicated, if you should honour me with your confidence and support.

"By the Sea," Mr. Fred Henderson's volume of poems, published by Fisher Unwin, London, at the modest price of 1s. 6d., is a work that should be in the hands of all friends of the Labour cause. As a taste of the quality of the work we venture to quote the following:—

Woe to you rich that eat but will not toil,  
Whose hands with plunder of the poor are filled,  
Almsgivers in the sight of men, who build  
High churches with a portion of the spoil;  
Whose greedy souls not Hell itself could soil  
Blacker than their own hue. The life blood spilled  
Has cried aloud for vengeance, and has thrilled  
The heart of justice whom ye shall not foil.  
Lo from the ocean of the people's tears  
Riseth the tempest cloud of discontent,  
Darkening the sun of your false life with fears,  
Anger and sorrow in its frowning blent;  
Hiding within its midmost heart of gloom  
The lightning of the people's wrath, your doom.

Misjudged man.—Waiter: "Beg pardon, but haven't you forgotten something, sir?" Customer (not pleased with his dinner): "Not at all! I may forgive, but I never forget."

"Tis folly to spend life hoarding up gold  
With intention from commerce to lock it;  
For, as wise men remarked in the past, we are told,  
No abroad was a'or made with a'.

**MARINE ENGINEERS IN CONFERENCE.**—The annual conference for 1891 of the Council of the Marine Engineers was held on May 8, at Sunderland. The last meeting was held in Liverpool. Between 30 and 40 representatives and officers assembled from various parts of the country and from Antwerp and Hamburg. The retiring chief officer was Mr. Archie Black of Antwerp; the second engineer was Mr. H. T. B. Sanderson, of Blyth, and the third engineer Mr. M. Metcalfe, of Sunderland. The election of officers for the ensuing year resulted as follows:—Chief engineer, Mr. Mills, Liverpool; second engineer, Mr. M. Metcalfe, Sunderland; third engineer, Mr. J. Spencer, Shields. The annual banquet was held in the evening at the Grand Hotel, Sunderland, the chair being taken by the Mayor (Mr. R. Shadforth). Mr. W. Marshall gave the toast of the "Local Branches of the Marine Engineers' Union." He said that the opportunities which such an Association gave the members of meeting and discussing their grievances, and proposing plans of improvement, could not fail to upraise them as a body all round. Mr. Thomas Spencer (second engineer), in response, said that the branches of the North-East Coast comprised at least one-half of the entire branches of the Union. Of their members, too, fully one-half hailed from the North-East. They were also associated with other societies, but it was not their purpose to fight out the wages question. They believed in putting a man on an equal footing with his employer, giving them a chance of meeting face to face, and arranging fair and equitable terms between themselves. He hoped that the movement would spread. Their strength in the North was attributable to the fact that they had such secretaries as Mr. Metcalfe at Sunderland, and other gentlemen at Newcastle and Middlesbrough. There had been many other societies formed in their cause, but they had all fallen through. The present society was only four years old and numbered 9,000 members. He hoped that it would go on and be a credit to its founder and to all of them. Other toasts followed.

## THE INSURANCE DODGE.

Referring to the Shipping Federation's insurance scheme the *Engineers' Gazette* says:—The proclamation says that "every seaman or fireman who takes out a Federation ticket—for which 1s. is charged by way of registration fee—will, by reason of his possession of that ticket, and without any further payment, effect thereby an insurance of £25 in case he should be killed or lost at sea while serving on a Federation ship. In the case of captains, the insurance—on the same conditions—will be £100, first engineers £100, other engineers £50, and mates £50." Our contemporary (the *Shipping Gazette*) says:—"Of the motives which have led to this new departure we shall probably hear a good deal. It will be said, no doubt, that this is

### ANOTHER BRIBE

on the part of the capitalist; that the ship-owner, having beaten the new Unionism with the help of a long purse, now proposes by the same means to make his position thoroughly impregnable. Those who use this kind of argument will, we believe, be doing the *Shipping Federation* an injustice." It is, however, quite allowable for us to inquire what return the Federation expects, or will probably get, for we are told that "the expenses will, of course, come out of the pockets of the *Shipping Federation*.

### LEVIES WILL BE MADE

as required, and it is not too much to say that their amount will be very appreciable. We presume, however, that the Federation have not made the present move without counting its probable cost, and that having laid their plans, they are quite prepared to carry them through." The only information we can gather on this point from the shipowners' own journal is, "that the tendency will be to bring employer and employed into closer relationship; to create in each some interest in the welfare of the other. Shorter hours, higher wages, contributions to benefit funds, profit sharing schemes—all these, in many cases freely granted, and not the outcome of strikes, exhibit the spirit of the present decade." Or that, "to the seaman who has a wife, family, or other dependent relatives, the present scheme of the Federation will of itself be a great boon. We do not doubt that it will do much to attract and encourage the better class of sailors, and do something to raise their status." It would appear, therefore, that the only returns the shipowner expects will be that this scheme will create a greater interest in their

### OWNERS' WELFARE

amongst seamen; that it will attract and encourage the better class of sailors, and do something to raise their status. This is all very fine—it reads and sounds remarkably well—and, if we had known nothing whatever of the past history of the British seaman, we might have accepted it as eminently satisfactory, and referred to it in eulogistic terms, as a noble example of modern magnanimity. But, we happen to know a good deal about said history—to much, perhaps, for some people—and we cannot forget the

### YEARS OF INHUMAN TREATMENT

on board ship, and the equally cruel grinding down of their wages to which

our seamen have been subjected, and which will remain for ever a blot on the mercantile history of this country; and we cannot shut our eyes to the fact that it is only since Jack Tar has become possessed of a Union that he has been able to make his grievances known, to have his wrongs redressed, and to have his wages raised to anything beyond

### STARVATION POINT.

Keeping all this in view, and reading between the lines of our contemporary's paragraph when he says:—"The ship-owners have fought the battle which the Sailors' Union forced upon them, and they have vanquished the aggressor. His forces are so effectually scattered, and his whole organisation so completely discredited, that we are scarcely likely to see it ever attain to its former strength," we must reject entirely the theory of philanthropy, and seek some

### LESS NOBLE MOTIVE.

We have underlined the last thirteen words of the above quotation, and in these, we believe, will be found the key that will unlock the mystery of this latter day scheme of insurance, free gratis and for nothing! As it admits of no denial that seamen were badly treated, and most unmercifully sweated, before they possessed a Union, it is perfectly logical to conclude that, if they are again left without such a protection, the bad old days will return, and history will repeat itself in the shape of

### REDUCED WAGES

and starvation fare on board ship for the much enduring British seaman. Then will the shrewd promoters of "free" insurance collect their premiums, with interest and compound interest thereon, and having scooped in a bountiful harvest of shekels from each crew of Federation-ticketed slaves, will go on their way rejoicing, full of delight at their "returns," and flowing over with conceit at their own smartness in getting rid of that most

### DANGEROUS ENEMY.

the Seamen and Firemen's Union.

There is this difference, however, between the chief and his firemen that, while the latter is only offered a £25 policy, the former is offered one for £100. It appears to us that the concession has been made with a view to

### CONCILIAE ENGINEERS,

who have now a strong and most active Society, with a large and efficient staff of officers, who are to be found in every seaport watching over the interest of members; a Society that is growing in numbers and importance every day, and is quite able to defend itself against all attacks, no matter from what direction such may come. There is a very great difference between attacking a Society composed mostly of men receiving but meagre wages, and declaring war against one like that of the engineers, where education is a test of fitness for membership, and ten pound notes are not at all scarce. Discretion is said to be the better part of valour, and in the present instance it certainly appears to be so.

A NORWEGIAN sailor named Ola Halverson was sentenced to two months' imprisonment for cutting and wounding two fellow seamen on board the steamer *Muncaster*, lying at Garston.

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**SEAMEN AND THEIR CHAMPION.****WELCOMED TO FREEDOM.****BANQUET TO MR. WILSON.**

The founder and general secretary of the Seamen's Union, Mr. J. H. Wilson, after an imprisonment of six weeks for taking the seamen's part, was liberated from Cardiff Gaol on Wednesday. Although the precise time of his release had been kept a profound secret from the general public, a large crowd of working men and women and children from the immediate neighbourhood had gathered round the gaol gates as early as six o'clock. As in all such scenes where there is a tension of feeling and almost painful expectation, there were many false alarms, and it often happened that excited cries of "There he is," and

**SHOUTS OF "HURRAH,"**

were only sequelled by the cautious projection of a head through a half-opened side door as a warden's curiosity prompted him to have a look at the crowd. Shortly before seven o'clock the Seamen's Union trap, which was such a prominent feature of the recent strike, drove up with some of the officials, and the Scotch piper, who has led a melancholy life since his hero's incarceration, but has nightly paraded round the prison serenading him. He was now in high glee, and his excess of high spirits could only find vent in the liveliest of Scotch airs. About a quarter-past seven the crowd opened to allow Mr. Joseph Henry Jones to pass through. The slide on the door moved back, Mr. Jones whispered at the face of the warden who appeared behind the bars, the slide flew back, and Mr. Jones quietly rejoined the crowd. At this instant a cheer from the fringe of the gathering attracted attention to that quarter, and it was found that an open carriage, containing

**MR. SAMUEL PLIMSOLL,**

Mr. John Gardner, and Mr. F. W. Evans, had driven up. It was in this carriage that Mr. Wilson was to be driven away, so the people who failed to get near the prison gates crushed round the carriage, and insisted on shaking hands with Mr. Plimsoll and nodding affably at Mr. Gardner. There was another stir in the crowd, but it was only a little boy taking an early breakfast to one of the inmates; but when it was seen that Mr. Joseph H. Jones followed the boy through the door a thrill ran through the people, and one exultant trimmer shouted "He's gone to fetch him out!" Others followed the Union solicitor's disappearance into that mysterious prison with wistful eyes, and watched with some anxiety for his safe return. Minute followed minute in absolute and almost painful silence, and it was nearly twenty minutes to eight when the lock of the side door clicked again. The door opened slowly, and

**A GREAT SHOUT WENT UP**

as the well-known features of Mr. Wilson appeared in the doorway. He came out side by side with Mr. Joseph Henry Jones, but he was immediately

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pounced upon by the excited assemblage. Mr. Wingfield, the secretary of the Hobblers' Union, was the first to grasp the leader's hand, and he did so right heartily. He was, however, speedily thrust aside, as others claimed the same privilege, and poor Mr. Wilson was unable to move a yard, so importunate were his numerous friends to shake him by the hand and ask him how he was, what sort of time he had had, did he like the food, had he lost weight, and innumerable other questions which would have taken a week to answer. He looked little the worse for his six weeks' imprisonment, except that he was thinner. Old friends who had stood beside him in many a battle in the cause of labour,

**WRUNG HIS HANDS**

in silent gratitude for his deliverance, and though he made an attempt to thank them for their kindness, his heart swelled so that words failed to find their way to his lips. There were tears in his eyes, and as he could not speak his thanks he looked them. And this seemed quite enough, for

**CHEER AFTER CHEER**

went up from the five hundred people gathered round as they recognised the well-known form of their long-lost chief. They had no trouble in knowing him, for he was dressed and looked much the same as he was during the seamen's strike. The same grey suit of clothes, the same red tie, the same soft hat, the same quiet demeanour; the only difference was that he had a growth of beard on his usually smooth chin. He was a dozen yards from the carriage which contained Mr. Plimsoll, and he turned a despairing eye in that direction as he noticed the thickness and excitement of the crowd about him. He was not given much time to think as to how he could reach the vehicle, for Mr. Wingfield and another burly Unionist caught him up on their shoulders, and, followed by the cheering hundreds, he was slowly conveyed to the carriage, where shortly afterwards he took his seat beside Mr. Plimsoll, with whom he cordially shook hands on receiving

**A WARM WELCOME**

on his liberation from prison. The driver was on the point of whipping his horse in order to make a start—a difficult matter, for the crowd was dense—when a cry was raised, "Let's pull him." No sooner said than done. The horse was taken out, and, amid a scene of wild enthusiasm, the procession started for the house of Mr. Joseph Henry Jones, in Howard-gardens. Men hung on to the sides of the carriage and cheered and asked questions all the way, Mr. Wilson answering as many as he conveniently could, and acknowledging the cheers

**WITH A NOD AND A SMILE.**

Mr. Wilson stated that he had attempted during his incarceration to reconcile himself to the punishment inflicted upon him, but could not feel other than that he had suffered for an offence of which he was perfectly innocent, and was convicted on evidence as conflicting as it was false. He had never blanched at the prospect of imprisonment during the trial, and was not altogether sorry that he had been convicted, for he looked forward with every assurance to the effecting of a radical change in the constitution of juries, etc.

On arriving at Mr. Jones's house the carriage came to a standstill, and Mr. Wilson, Mr. Plimsoll, and Mr. Gardner accompanied Mr. Jones through the gate. In the meantime Mr. F. W. Evans stood up in the carriage, congratulated themselves on the release of Mr. Wilson, and

**CONDENMED THE SENTENCE**

as the most unjust. "What," said Mr. Evans, "could be more unjust than for a man to be tried by a jury who were entirely out of sympathy with him, and entirely opposed to him. What we want is that a man should be tried by his peers, and we must not rest till the jury system is altered and improved." Having referred to Mr. Wilson as a martyr, Mr. Evans descended from the carriage and joined his friends inside. The crowd cheered vociferously for a while, and then slowly dispersed. At this moment a man was sent to despatch a telegram to Mrs. Wilson announcing the release of her husband and the warm reception by his many friends.

During this scene of wild excitement the centre figure stood unmoved. His lips twitched with undisguised emotion, and it was with difficulty he could refrain from thanking all those who had assembled to welcome him. Arm-in-arm with his solicitor, followed by Mr. Plimsoll and Mr. John Gardner, they walked up the pathway leading to the entrance door, but the man whom the crowd had assembled to welcome hesitated before he moved with them. With one foot on the bottom step of

the doorway, he seemed as if he would just like to let off a few remarks. But it was not to be. By the counsel of those surrounding him he remained passive, and having once more waved his hat to the admiring crowd entered Mr. Jones's residence. Here, again, though the

**CONGRATULATIONS**

were quieter, they were none the less hearty. The feelings of the seamen's leader were too deep for utterance. Now and again he turned his head, his eyes filled with unbidden tears, and it was only by a strong effort of will that he did not break down altogether. Just at this moment the brother of the liberated man was announced and the two clasped hands; the anxious fears of the leader were set at rest, and the satisfactory answer to his questions seemed to restore him more to his former self. Champagne and more congratulations followed, in the midst of which the subject of the toast said:—

"I have been in

**FIRST-CLASS HEALTH**

all through. The prison fare has suited me right enough. In fact, I don't think I ever felt in better health."

"Were not you surprised at the result of your trial?" inquired one of the auditors.

"Surprised?" echoed Mr. Wilson, "I was never more surprised than when I heard the result. The sentence I didn't care about a bit. It might have been three months, five years, or six years, and I should not have cared, but on the face of the evidence given at my trial, I consider that it was a disgraceful verdict to bring against me."

Knowing, however, that each individual would have full opportunity later of expressing his views the assembly commenced discussing general topics

**THE BREAKFAST.**

The principal articles of Mr. Wilson's diet for six weeks past having been skilly, suet pudding, potatoes, and bread, it was but natural that when his friends determined to have a reception upon his release from prison it should take the form of a breakfast. Not that the general secretary of the Seamen and Firemen's Union had to wait from half-past seven o'clock to half-past eleven before breaking his fast. There was something substantial awaiting his teeth at Mr. J. H. Jones's. Still, he reserved a fairly good appetite for the public breakfast at the Park Hotel, and his friends were delighted to see him. And these friends who assembled to do Mr. Wilson honour made about as representative a gathering as could be got together. There were Trades Unionists of every school—the old and the new—and sympathisers of every grade. The chair was taken by that old friend of seamen, Mr. Samuel Plimsoll, amongst those present not in absolute connection with Trades Unionism being the Rev. A. Tilly, the Rev. O. L. Roberts, Mr. George Dobson, and Mr. R. N. Hall (Liberal agent). Then there were Mr. Allen Upward and Mr. J. H. Jones, one of Mr. Wilson's barristers and his solicitor. The old school of Trades Unionists was represented by Mr. Thomas Halliday, others who were prominent in the old days, and are yet to the front, such as Mr. F. W. Evans (vice president of the Sailors' Union), and Mr. John Gardner, were there; while the advanced school was represented by Mr. Ben Tillett. The miners' representatives turned up, too, in good force, and a good many

**WELL-KNOWN FACES**

were to be seen, notably Mr. David Morgan, Mr. Isaac Evans, M. Lewis Miles, Mr. Morgan Weeks, and others; while towards the end came a couple of representatives of the Cardiff Council in the person of Councillors John Jenkins and Thomas. Around the walls of the breakfast-room were displayed banners—one from the Hatcham Liberal Club, the West Deptford Reform Club, the Deptford Liberal Club, and the Deptford and Greenwich Branch of the Coal Porters' Union—all sent from the constituency Mr. Wilson intends fighting at the next election. Altogether, it was a goodly company that filled the room when Mr. Fred W. Evans, who has done a big share of the work of organising the demonstration, asked those present to prepare to receive Mr. Wilson. All rose to their feet, and a moment later the white hair and beard and smiling face of Mr. Plimsoll was seen entering the room, closely followed by Mr. Wilson, who since the morning had had a shave. Heartily cheers of welcome went up, and were kept up until both Mr. Plimsoll, Mr. Wilson, and those with them had taken their seats. With "I can't shake hands with you, but I bid you all good morning," Mr. Wilson at once plunged into a batch of letters and telegrams of congratulation that lay in a pile upon his plate, the perusal being

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oken for a moment to allow of the Rev. A. Tilly to return thanks, not only for the meal prepared, but "for the circumstances under which we are permitted to meet." Many there were who would have liked to have said "Hear, hear," to the sentiment. Breakfast over, Mr. F. W. Evans read letters of apology. Sir Edward Reed, M.P., could not come—scarcely, after the letters he has written. Sir Charles Dilke said he had high respect for Mr. Wilson, and did not believe that he used the words upon which there was a conflict of evidence. Neither did Sir Charles believe that the jury had believed them, because if they had they would have found him guilty of the offence charged against him, instead of the vague one on which he was sentenced. Mr. George Howell, M.P., expressed regret at not being able to attend. He (Mr. Howell) had done his best in the case with the Home Secretary to reduce the sentence. Mr. Matthews, however, had "no bowels of sympathy." The Labour members of Parliament, "Mabon," Mr. Broadhurst, Mr. Burt, and Mr. Fenwick, all apologised, wishing Mr. Wilson a hearty welcome to liberty, Mr. Fenwick adding that he had carefully read the evidence and could not understand how an impartial jury could have found a verdict of "guilty" upon such conflicting testimony. Mr. S. Storey, M.P., for Sunderland, was glad Mr. Wilson was out, as "he ought never to have been in." Mr. A. Thomas, M.P., Mr. A. J. Williams, M.P., Mr. D. Randall, M.P., Mr. D. A. Thomas, M.P., and Mr. Pritchard Morgan, M.P., apologised for their absence. Mr. Conybeare, M.P., felt sympathy for Mr. Wilson as a "brother criminal." Mr. Cunningham Graham found it impossible to be present. Mr. Spicer, Radical candidate for Newport, sent a long letter of sympathy and advice. Coming to local legislators, Councillor Noah Rees was out of town, but sent 10s. Councillors Shackell and Lascelles Carr were also out of town, while Alderman Carey could not be present, and Councillor Jotham was prevented. Councillors Trounce and Beaven were in a similar position. Mr. John Gunn (Mr. Evans said) regretted his inability to attend, but trusted that the elements of strife and discord which too frequently brought ruin and disaster to many homes might soon be dispelled. Dr. de Vere Hunt was unable to present through an accident, and Mr. Lewis Williams sent a homily upon the relations of capital and labour. Others who sent brief apologies were the Dean of Llandaff, Professor Roberts, the Rev. Father Hayde, the Rev. C. J. Thompson, the Rev. G. A. Jones, the Rev. David Young, the Rev. John Williamson, and Mr. Whitcombe (general secretary of the Miners' Engineers' Association), who hoped to attend Saturday's demonstration, with thousands with him. Letters were also read from various Liberal associations for the Deptford Division. Then came an equally long list of congratulations upon Mr. Wilson's release from "Her Majesty's hospitality" from a host of labour organisations, to read all of which took Mr. Evans the best part of twenty minutes. Mr. Plimsoll then, in a most refreshing little speech, gave the loyal

## TOASTS,

prefacing what he had to say with the remark that Mr. Wilson had found he had a great number of friends outside the gaol, and had left none but friends inside. The recently released ought, therefore, to be a happy man. Following up this, the chairman equally as neatly gave "The Ministers of all Denominations," to which the Revs. A. Tilly and O. L. Roberts replied, the first speaking of the inconvenience of Mr. Wilson's incarceration, advisedly, thinking there had been

## NO DISGRACE,

An observation which again brought out the enthusiasm which throughout the whole proceedings was ever ready to burst forth. To the lot of Mr. J. H. Jones fell the toast of "Our Legislators; may they have acts of justice to sailors and workmen." But Mr. Jones was scarcely complimentary to the legislators, for whom he said he was developing every day a more profound contempt. But the real legislators, according to Mr. Jones, were the people who thought out problems and educated members of Parliament up to them. With reference to the evidence given against the guest of that morning, however, Mr. Jones prophesied

## A DAY OF RECKONING,

which drew from Mr. Wilson the observation that that day was not far off. Mr. R. N. Hall replied, Then again rose Mr. Plimsoll, and in the name of all present gave Mr. Wilson the right hand of fellowship. Mr. Plimsoll's heart is in the right place, and if ever a shake of the hand carried a heart in it, the grip Mr. Wilson received was that one. The blue glasses the ex-member for Derby is compelled to wear could not hide the tears that

started to his eyes. Nor were those eyes less responsive to feeling than many another in the room. The cheering which followed this little bit of emotion on the part of Mr. Plimsoll having subsided, that gentleman, in proposing the health of Mr. Wilson, referred to his valuable services to the cause of sailors. Those who had consigned him to gaol made a great tactical mistake. They thought to overwhelm and trample on Mr. Wilson, but they had succeeded in mustering his friends from all parts of the country to do honour to him. It was a tactical mistake for those entrusted with the administration of the criminal law to have the people ranged on the side of the alleged law-breakers, and alienated from those supporting what was called law and order. (Applause.) Referring to the

## INJUSTICE

with which sailors were treated in the law courts, the chairman said he succeeded some time ago in obtaining a return as to the number of members of Local Marine Boards who were either shipowners or connected with shipowning interests, and the result was that there were 145 shipowners, and only 40 who were not shipowners. (Shame.) An effort was made to obtain a return as to the number of shipowners who held seats on the magisterial bench in the various ports, but Mr. Matthews, the Home Secretary, declined to furnish the return. Why should certain magistrates be ashamed to acknowledge that they were shipowners? There was

## POSITIVE INDECENCY

on the part of some shipowners to get on the magisterial bench. One case came to his notice a little time ago; a magistrate—on a bench where attendances were according to rota—appearing out of his turn, and stating to a friend that there were some sailors coming up to be dealt with, and he "wanted to give it them hot." (Shame.) He (the chairman) would like to pay 5s. for the privilege of kicking that fellow out. (Cheers.) Some years ago he got a letter from the governor of one of Her Majesty's gaols in Wales informing him that he was ashamed of having in his custody young sailors who had been given the option of going to sea in sprung-bottom boats or going to prison. The governor's sympathies were entirely with the prisoners. Justice was administered, so far as our seamen were concerned, in a manner which was a

## DISGRACE AND A SCANDAL

to the country. At Greenock Sheriff's Court on a recent occasion the captain of a river steamer was fined £5 for carrying 135 passengers in excess of the number allowed by the Act of Parliament, the £5 to include expenses. It was much more to the advantage of the captain and owners of that steamer to carry an excessive number of passengers and pay a fine than to carry only the regulation number. The same thing applied in the case of deck cargoes, and it would not be otherwise until they tumbled off these shipowners from the Bench in the various ports. It was no use passing good laws if the administration of them was entrusted to shipowners. (Applause.) The chairman concluded by proposing the toast, which was accorded

## MUSICAL HONOURS

and three cheers.

Concluding a speech very effective, Mr. Plimsoll read the following telegram from Aberdeen:—

"Strike up the bagpipe's loudest blast,  
Nor fear again the jury's cast,  
Our leader comes again at last,  
Thrice welcome royal Wilson."

Presentations then became the order of the day, the first being an

## ILLUMINATED ADDRESS

from the seamen and firemen of Ireland, the presentation being made by Mr. Edward Donnelly. The address was as follows:—

To Joseph Havelock Wilson, Esquire, General Secretary A.S. & F. Union of Great Britain, Ireland, and other Nations.

Dear Sir,—We, the members of the Irish Branches of the above-named Union, take this opportunity of tendering to you, our repected general secretary, our heartfelt and sincere sympathy on the occasion of your release from Cardiff Prison, Wednesday, May 13, 1891, after undergoing what, in the opinion of all classes of working men—Union and non-Union men alike—was an unjust and vindictive sentence. We trust that your

## UNJUST IMPRISONMENT

may have no other effect on your health than that of strengthening you for the good work in which you were engaged previous to the aforesaid im-

prisonment. And we further hasten to assure you of our unabated confidence in you as a leader, and of our determination to support you in your gallant fight for the freedom and emancipation of the working men of the world. By your indomitable courage and self-sacrificing nature you have won for yourself the respect and esteem of all classes, and we earnestly hope that the time is near at hand when your noble efforts, being crowned with the

## LAURELS OF VICTORY,

will proclaim to the world that right has triumphed over might, and that the wage-earners have at last asserted their right to freedom and combination."

The address was signed by Edward Donnelly, I.O.S., and by nineteen other Irish officers. The chairman then, amidst cheering, announced that Councillor John Jenkins would introduce a deputation of ladies from Grangetown, who were anxious to make a presentation. Mr. Jenkins hereupon brought four ladies—Mrs. Young, Mrs. Martin, Mrs. Williams, and Miss Ambrose—one of whom was seen to be carrying a baby in her arms. Speculation was at once rife as to whether Mr. Wilson was to be presented with a new strike leader in embryo. This, however, it was felt could hardly be the case. It would be like sending coals to Cardiff, seeing that Mrs. Wilson had made the sailors' leader a similar present but six weeks ago. Doubt, however, was soon set at rest. Mr. Wilson was not presented with the baby, but with a very

## HANDSOME SILVER INKSTAND,

the gift being tendered by Mrs. Williams, who made an exquisite little speech. Mr. Wilson, on rising to reply, uttered a few words, and then his feelings completely overcame him. His emotion was contagious, and in an instant the scene became a most extraordinary one. There was scarcely a dry eye in the room, and some of the strongest and most ardent men force had to bury their faces in their handkerchiefs. Mr. Plimsoll, however, speedily turned the tide with the remark that though the

## VICTUALS IN GAOL

were very much better than many a crew got on board ship, they were neither of a quantity nor quality to make a man stout of heart, and Mr. Wilson had been on such low diet that he (Mr. Plimsoll) expected it had turned to water—a salve which at once restored good spirits. Mr. Wilson was hailed with the singing of "He's a jolly good fellow," and cheers being also forthcoming for Mrs. Wilson and the little Wilsons. He thanked the working classes for the splendid manner in which they had demonstrated that they had still every confidence in him. It was not cowardice which caused him to falter that morning, but it was the overwhelming joy that, in spite of the avowed object of his capitalist enemies in sending him to temporary seclusion, his fellows had not repudiated him. (cheers.) It was indeed the proudest moment of his life, for he felt that he had not suffered in vain. (Applause.) Though the Shipping Federation had hoped to thwart, if not to stop, the good work which was being accomplished through the influence of the National Sailors' and Firemen's Union, of which he was still general secretary, they had done more to

## STRENGTHEN THE CAUSE

of Unionism in general, and to further the advancement of his Union's interests in particular, by persecuting him than could have been done had he not been sent "to do" his six weeks. (Applause.) In all the disputes with which he had been associated none had been so well conducted as the Cardiff one, and it was inconsistent that the chief constable should have complimented him upon the admirable manner in which he kept his men during the strike, and then to tender such evidence as he did in Court. Why, he asked, if he was doing wrong was he not warned by those in authority? Was it not

## THE DUTY OF THE POLICE

to prevent the committing of illegal offences rather than to collect evidence for the conviction of offenders? At Cardiff it was the latter function which was the one followed. (Shame.) In reviewing the circumstances which led up to his trial, he said that he had been warned by letter by an old employe of the Federation that that body intended to clinch him. But this he disregarded, and when the summons came he treated it with contempt, as he knew himself to be

## ENTIRELY INNOCENT

of the charge. (Applause.) He was no offender against the law—(applause)—for he maintained that he had not been proved to be. (Cheers.) He would show his disregard for the imprisonment by behaving again as he had done. (Cheers.) They had as Trades Unionists a glorious opportunity

now to agitate for a just jury system, and he was sure no effort would be considered too great to secure payment for jurymen, and the abolition of the

## INIQUITOUS PROPERTY QUALIFICATION.

(Applause.) They must determine to oust from their high places the capitalists who were now representing working-men constituencies in the House of Commons, and elect as their successors the leaders of the labour party, a party which would in the next few years become a mighty power for good in this country. (Applause.) Much as he had suffered during his incarceration he had reflected upon the sufferings entailed upon his weaker brethren, and had come to the conclusion that the major portion of the criminal class had become steeped in crime because they were forced into it by the greed which to-day characterised the autocratic portion of the community. (Hear, hear.) He had thought, too, of the poor food, the coffin-ships, and many other grievances of the seafarer, and was resolved that, come what would, with the help of Almighty God, he would

## NEVER CEASE AGITATING

for the amelioration of their condition. (Applause.) Adverting to what the chairman said about the capitalist representation on their magisterial benches, he had set before him a great work, and did not intend to stop fighting until the sailors were placed on an equality with other workmen for refusing duty on boats insufficiently manned or not in their opinion seaworthy. Why should they be branded as criminals? Was there reason in it? After a severe criticism of the jury, some of whom he stated had made up their minds before they heard the evidence to find him guilty, Mr. Wilson proceeded to say that within the next week or two more would be heard of his case than some witnesses for the prosecution had bargained for, as he had resolved to prove his innocence to the world, and to this end intended to move for prosecutions

## FOR PERJURY.

(Applause.) He was unable to express his gratitude for the kindness shown him by his fellow-Unionists and the general public throughout the country, and especially was deeply grateful to the sailors' wives and female relatives, who had shown him that he had not lived his life in vain. (Loud applause.)

Mr. F. W. Evans proposed the health of Mr. Plimsoll, which was drunk with musical honours.

The chairman, in responding, said he thought it was a scandalous thing that for the greed of gain by a certain class, our sailors should have their lives exposed to such terrible risks at sea. While he lived he would endeavour to do something for the improvement of their lot. They had made fair progress in the past, and he hoped they would make good progress in the future. The lives of the

## WIVES OF SAILORS

were oftentimes a continued experience of apprehension and fear, because they knew their husbands were in overloaded ships, through a certain class of men making more money than they had a right to do.

Mr. F. Sonley Johnstone proposed the toast of the "Town and Trade of Cardiff," to which Councillor E. Thomas and Mr. Dobson responded.

Mr. John Gardner proposed the toast of "Friends from a Distance," coupling with it the names of Mr. Ben Tillett, Mr. David Morgan, and Mr. Austin.

Mr. Ben Tillett, responding, said he regretted Mr. Wilson's incarceration because it meant the loss of six weeks of useful labour and organisation, and that other leaders during his imprisonment had failed to do more.

Mr. David Morgan also responded, and in the name of

## 80,000 MINERS

congratulated Mr. Wilson on his release from prison, assuring him that this attempt to crush Trades Unionism would not succeed, but would result in an increase to the ranks of Unionism.

Mr. Austin (Cork), a member of the Labour Commission, in the name of the sailors of Ireland, congratulated Mr. Wilson on having regained his liberty.—The Rev. Mr. Wignall (Swansea) also spoke. A member of the Peterhead Branch presented Mr. Wilson with a neatly-framed address expressing sympathy.

Mr. Wilson said the kindness shown him was so great that he almost felt inclined to go in for another six weeks. (Loud applause.)

In the afternoon Mr. Wilson went to London, which he left next day to attend a demonstration at Swansea, to be followed by another at Bristol on Friday, at Cardiff on Saturday, and at London on Sunday.

## NEW BRANCH AT CHRISTIANIA.

A large public meeting was held May 4, in the Working Man's Institute, Christiania, Norway, called by the Amalgamated Seamen's Union's organising secretary for Norway, Mr. C. S. Nielsen, who said the press had made a mistake in treating him as a Danish subject. He expected the reception of an English citizen and not of a Danish. Mr. Kundsen, printer of a newspaper, having been elected president with acclamation, said that he looked with joy upon that noble body the Seamen's Union, and gave his heartfelt thanks to them for sending Mr. Nielsen to Christiania, where so many people had no knowledge of how sailors were treated and lives imperilled. It was therefore his greatest pleasure to introduce Mr. Nielsen, that they might learn of him how the sons of the sea were treated. (Cheers)

Mr. Nielsen then delivered an address on sailors' lives and treatment. He said he brought a brotherly greeting from the other side of the water to the toilers of this land. He came as the first labour missionary from England to Norway. Ambassadors that came to act on the part of nations had not his sympathy. Nationality and love for mother country all toilers of the earth ought to treat as doubtful qualities, for what good had it done for the workers? Not a history in the world could tell of any good it had done them, but it could tell working men of the tears for home, wife and little ones that had been shed with the toilers' blood in the battles caused by the capitalists. Somebody had said that the speaker did not look like a sailor. No, he looked like any other civilised man, as sailors meant to be. (Cheers.) Speaking on the sailors'

## PROVISION SCALE,

he declared the meat was that hard and tough that they had models and even snuffboxes carved out of it. As a rule the bread was that bad that they did not dare to let go the grip of a biscuit for fear it should run off. (Laughter.) They got some coloured water called "coffee" and "tea." Forecasts were often so bad that the speaker's blankets and mattress had been frozen to the bunk. Forecasts were that bad that no pig dealer in the whole of Norway would dare to put his pigs in them, fearing lest they should die from suffocation or water. The paint lockers were in most steamers close to the entrance of the forecastle, which was rendered unhealthy by the smell of the new paint and turpentine, which also made it impossible in case of fire for a single man to save his life. The working hours in Norwegian ships were generally from six in the morning to nine at night. He could not understand how any right-thinking man could wonder at their

## SAILORS DESERTING

from vessels and country under such circumstances. Some peoples wanted in Norway to make the laws stronger against desertion, but he would tell them that no law was right that was against health, and he for one would break such in spite of all authority. (Cheers.) The Consuls and Government officials always took the part of the skippers and shipowners. He would give an instance of a barque he was in bound for Wilmington, North Carolina. They had not been out very long before she commenced to leak, and they had to keep pumping continually for 12 days. When they arrived at Wilmington they went to the Consul, but the captain had been there before them. They told the state of the vessel, and asked to be paid off, but the Consul told them that if they did not finish the voyage he would have them arrested, and put them on board when the vessel was ready for sea. They went on board, but the whole of the crew deserted the following night. That vessel left, but was never heard of again. Here was another example of what capitalists would do. He had during the day been on board a passenger steamer named the *Carl* to distribute his circulars, when an official stopped him from going on board. This was worse than slavery, for by

## BLOCKING MEN'S MINDS

you make them worse than wild beasts. Workers should remember the s.s. *Carl* when they went for a pleasure trip, for she don't deserve to be patronized. (Cheers.) Norway had, including officers, 122,000 seamen—that is one man out of every eight is a seaman—was it not worth while helping such a body of men, knowing that they live on board ships under such bad circumstances and continual danger? Lloyd's List for the last quarter in 1890 showed that of all the ships insured, 291

were lost. Norway was specially marked on this list by heading it with a loss of 59 ships. Norwegian workers ought to think a little of their seafaring countrymen, for such figures were enough

## TO TOUCH THE HEART

of any man, leaving out the miseries of fatherless children and broken-hearted widows. The speaker continued—Think of those, landsman, when you sit at your hearth with your wife's arms caressing around your neck. (Applause.) I was once paid off in Liverpool, and on the road to the railway station I saw a large crowd of women and children outside a shipowner's office. Breathless silence reigned when a telegraph boy forced his way through to the office. I was standing behind a mother with one child on her arms and three clinging to her dress. When the manager appeared in the doorway telling them that the ship they had come to hear of was lost with all hands, never shall I forget the

## HEARTRENDING SORROW

displayed by those helpless creatures. Here stood women and children robbed of their breadwinners for the sake of filling those thieves and lubbers of shipowners' pockets with gold. Shipowners here in Norway send their floating coffins to see to earn twice the amount they are worth by insurance. The speaker added that he had some nine months since seen one of those coffins floating by her cargo on the River Tyne, and bold enough to have her national colours flying at the mast head, which, he continued, I term a disgrace to any nation. She was a Norwegian. I once represented a firm in a small seaport when a shipowner owing the firm some money asked for credit. A few days after he came back and told me that now he could pay his debt. I asked him if he had been lucky on the Exchange. No, but he had, and thanked God for it, lost an old barque, and had now got the insurance. I asked him if the men were saved, when he replied, "No, and certainly he had nothing for the widows and orphans." Men, when you meet a sailor tell him he has a character to care for. Teach him that he has a duty to perform on this earth, and the only way to perform this duty to himself, wife, and family, is to join the Amalgamated Seamen's Union. Indignation meetings have been held about Norway's rotten ships; but beware, the English Union is as able to stop the Norwegian ships as they did the Danish last fall. The English Union is now amalgamated with America, Australia, Germany, Denmark, Holland, Belgium, India, and Sweden. It has tonight stretched its hand across to you, its Norwegian brethren, trusting you will respond by joining hands with us in the struggle for justice. We intend to have an agency in every seaport that we may be enabled to have justice done to the seafaring classes. The Unions don't want floating coffins. They want higher wages and shorter working hours. Regarding the work it has accomplished, I can refer to the evidence of a sailor's wife, who said that the man who would not belong to the Union should be kicked out of his house. Some may say it don't pay to belong to the Union, but is it not a fact that the Union has increased the wages from 55 crowns to 95 per month? Let the Union be knocked down and the wages will be down at 55 again in less than a month after. Some men say we cannot afford it. I say if I earn one and a half crowns a day, and thereby starve continually but know not why, I would rather give one-third of my earnings to the Union and starve properly a six month and know why I starve. The Union furnishes every man with a card as a mark of what sort of man he is. Thus we endeavour to get preference for the better class of seafaring men. It is the Government's duty to help us in this through legislation, but they won't do that until they are forced, for the sailors of the world will gain nothing without united action. The speaker moved the following resolution, "That this meeting looks with indignation upon the carelessness of previous Governments in reference to the

## BRUTAL TREATMENT

of the seafaring people, and we feel bound to do everything possible to draw the present Government's attention to the treatment of the seafaring classes, and to use all efforts to get the same bettered." Mr. Nielsen then sat down amidst great applause.

After a short discussion, to which the meeting was invited by the president, Mr. Nielsen's motion was accepted unanimously.

Dr. Nissen then came forward and spoke on the objects of the Amalgamated Seamen's Union. He said he had been a bit of a seaman himself and was greatly interested in this movement. The English Union was a very respectable Union and had nothing to do with the Socialists. It was

even a Christian Union. They had several Christian leaders. The difference was that some of the Christians in England seemed to have a better heart than the Christians in Norway. He could tell them that the Union had even their own minister in one place. He thought it was time something was done for the seafaring people in Norway when they heard such facts as those referred to by Mr. Nielsen. That nearly one quarter of the ships lost were Norwegian was enough to cause something to be done. The English Union would endeavour to have proper working hours and better wages. Our best sailors were now driven to England, America, or Australia, where there were better ships, and better treatment, leaving the scrapings at home, which multiplied the dangers to life and property sailing from Norway. The English Union afforded the members legal assistance, and all know how hard it is for a sailor

#### TO GET JUSTICE;

and that a man should be forced by any Government to go on board a sinking vessel was something cruel. It was so touching that they should think it impossible in a civilised country, not to mention a Christian one. The Union also provided assistance to shipwrecked mariners, as well as a relief fund and a strike fund. Another thing, it was a step further than any other Trades Union had gone as yet—namely, International. The doctor warmly advised every seafaring man to join hands with his sailor brethren. He then moved the following resolution:—"That we, the sailors and firemen of Christiania, bind ourselves to form a Branch of the Amalgamated Seamen's Union of Great Britain, Ireland, and other Nations, and agree by every possible means to forward the interest of same." On being questioned by Mr. Christoffersen, Mr. Nielsen replied that 60 members could open a Branch that would support itself.

Then the resolution was put to the meeting and carried unanimously.

The president, after making a few complimentary remarks, called for three cheers for the progress of the International Union in Norway, which was responded to. Mr. Nielsen also got three hearty cheers, which concluded the meeting.

Several members were after the close of the meeting accepted and entered on the books of the Union.

Branch office is 2, Raadhusgaden, Christiania, Norway. C. S. Nielsen, secretary.

**FORGED ADVANCE NOTES.**—At the Central Criminal Court, on May 8, a man named Clanson, who had been convicted of uttering a forged advance note, was sentenced to four months' hard labour. Prisoner entered the shop of a tradesman at Poplar with an advance note for £5, in respect of which he obtained an advance of £3 10s. The Recorder, who sentenced the prisoner, said this was a most mischievous class of offence. These advance notes were of the greatest possible use to seamen in obtaining the means to enable them to go to sea, and any tampering with these notes was fraught with the greatest mischief to honest men.

A BOARD OF TRADE inquiry into the circumstances attending the sinking of a pilot cable off Hartlepool, in collision with the steamer *Garron Tonner*, whereby a pilot named Scott was drowned, was held in the Guardian's Board-room, Sunderland, on May 12 and 13. The magistrates resolved that the primary cause of the collision was the want of a light on the boat, and secondly the inability of the man Scott to manage the boat properly single-handed. Every possible effort was made to save life. The chief officer of the *Garron Tonner*—Mr. John Coates—was not in default for the casualty. The Court added that they desired to call the attention of the Board of Trade to the evidence, not only of the parties to the case but of independent witnesses who had had large and varied experience of piloting ships into Seaham Harbour, that the Regulations for Preventing Collisions at Sea were entirely ignored by the pilots of that port, who were licensed by and were under the jurisdiction of the Corporation of the Trinity House at Newcastle, and that the use of a distinguishing pyrotechnic red match light did not comply with Article 9 of the said regulations for pilot boats, or Article 10 for open boats, and was also fraught with danger to the general navigation. The Court was also of opinion that the still more reprehensible practice of attempting to board an approaching vessel single-handed, or, in other words, without an assistant in the boat, could not be too strongly condemned, as it was evident that one man could not pull the boat and show a match light at the same time; it was probably owing to this fact that the man Thomas Scott lost his life.

#### CRIMPING AT PENSACOLA.

In the course of his report on the trade and commerce of Pensacola for the year 1890, Vice-Consul Howe says:—

"While writing on shipping at Pensacola, I regret exceedingly to state that I cannot add a word to show that the sailor is in any way better off than he ever has been, as regards his pursuers, the crimps. It appears that he never will be able to resist their wiles and temptations. Pleasings with the seaman on his own behalf are listened to, and he admits his follies and easy gullibility; nevertheless, the allurements of the crimps are not resented. Another thing to be looked at in connection with this subject is the immense amount of money that yearly passes from the hands of the masters to the crimp in making good the desertions, or so-called desertions, from their ships.

"About the commencement of the present year the uniform amount of wages that had been prevailing at Pensacola for years previously, and which was an average of about £4 per month to the United Kingdom and Continent of Europe, was increased to £5 for such voyages. This advance was brought about by a 'combination' of the crimps. The advance in wages was not meant for the benefit of the sailor, nor did it benefit him; but the object was to increase the advance wages fingered by the crimps, which always rule above the amount stipulated as monthly wages. Thus, the advance wages were at once put to the minimum of £7, engagements of officers at higher wages—being the highest rate of advance in proportion to that for the foremast man. The rate of wages for other voyages was raised in proportion to the above, and the advance wages in like proportion. For South American voyages the rate was put to 20 dols. against 15 dols. to 18 dols. before; and the rate of advances went up to about double that of monthly wages. Independently of the advance wages the crimps demand from 3 dols. to 5 dols., which they call a shipping fee—vulgarily termed 'blood money.' The increased rate of wages and corresponding advances still remain in force, the 'combination,' as I am informed, still keeping intact their scheme for the robbery of the seamen. It will be observed that at the end of a voyage to the United Kingdom or Continent, according to the above-given scale of advance wages, the seaman has little or nothing to receive. He then passes through about the same ordeal again, with, perhaps, lesser disadvantages. Nowhere, I believe, is he so badly fleeced by crimps as at Pensacola.

"I need not comment any further on this subject. It is outrageous the way that the sailor traffic goes on here from year to year, and still it is not grappled with and stopped. I believe it can be stopped, but I cannot do it alone. If British masters would stand by their Consul against the crimps, something—everything—might be done to check the evil even at this port, bad as it is, as regards crimping. It is laid down to the effect that the Consular Officer shall endorse upon the articles of agreement the desertions reported to him by masters, and that in the event of his not positively knowing or believing that the desertion was actual, and not contributed to, he shall not vouch for it, but simply relate that it was reported. In very few cases do I see my way clear to actually vouch or give my belief of the positive desertion when making those endorsements."

H.M. ship *Thunderer* is at Gibraltar, her departure for Malta having been delayed in consequence of the large number of cases of influenza on board.

AT THE Gravesend County Court on May 12, Philip Paine, of Battlesbridge, Essex, barge-owner, sued F. W. Pierce, a Gravesend pilot, for £5 10s. for damage sustained by his barge *Horace* through collision with the steamship *Brave*, of which vessel defendant was in charge. The jury found a verdict for defendant, with costs.

**CLYDE SHIPBUILDERS' WAGES.**—A notice has been posted at all the shipbuilding yards and boilerworks in the Employers' Association intimating that on and after June 1 the piecework rates and time wages of shipbuilders, ironworkers, and boilermakers will be reduced by  $\frac{1}{2}$  per cent. The intention of employers to make the reduction was communicated to the representatives of the men before the notices were issued. During the past few months large numbers of men have been dispensed with by employers in the upper reaches of the river, and if matters do not improve there is every probability that more will follow shortly. Many of the men who were thrown idle found employment at Belfast and in the north of England. The different trades will probably consider the proposal next week.

#### HOMeward Bound.

The following have been reported as homeward bound since our last issue:—

Asia s left Suez May 8, for Liverpool  
Aconcagua s left Lisbon May 9, for Liverpool  
Astronomer s left New Orleans May 1, for L'pool  
Ambriz s left Accra May 4, for Liverpool  
Astor Hall s left Bombay May 7, for Liverpool  
Antenor s left Suez May 7, for London  
Auriga left Port Chalmers Mar 20, for London  
Austral s left Adelaide May 6, for London  
Akaroa, left Wellington, NZ, April 27, for London  
America s left New York May 8, for London  
Admiral Tromp left Rio Grande April 1, for Falmouth  
Alexandria s left New York May 4, for Clyde  
Alcides s left Montreal May 6, for Glasgow  
Ardencleuth left Bassein April 7, for Channel  
Augusta clrd at Melbourne Mar 26, for Channel  
Angela left Samarang April 2, for Channel  
Acaso left Philadelphia May 4, for UK  
Aracan s left Rangoon May 1, for UK  
Aukathor s left Brunswick May 6, for UK  
Assyria s left New York May 7, for UK  
Ainsdale s left Norfolk May 9, for UK  
Avonport left New York May 8, for UK  
Avoca left New York May 7, for UK  
Adele left Charleston May 8, for UK  
Atlantic left Brunswick April 24, for Menai Bridge  
Banksome Hall left Gibraltar May 9, for Liverpool  
Bay of Naples left Rangoon April 20, for Liverpool  
Braganza s left Lisbon May 4, for Liverpool  
Bernard Hall s left New Orleans May 5, for L'pool  
Baltimore s left Baltimore May 6, for Liverpool  
Ballarat s left Malta May 4, for London  
Breconshire s left Kobe May 2, for London  
Benavon left Calcutta April 2, for Dundee  
Britannia clrd at Rangoon April 2, for Channel  
Buffalo s left New York May 7, for Hull  
Congo s left Madeira May 6, for Liverpool  
City of Canterbury s left Suez May 4, for Liverpool  
Columbian s left Boston May 6, for Liverpool  
City of Chicago s left New York May 6, for L'pool  
Caribbean s left New Orleans May 7, for Liverpool  
Clan Maclean s left Malta May 3, for London  
Canterbury left Oamaru Mar 31, for London  
Castor left Wellington April 9, for London  
Clan Alpine s left Marseilles May 6, for London  
Clan Grant s left Malta May 6, for London  
City of Khios s left Malta May 3, for London  
Coromandel s left Marseilles May 5, for London  
Clan Macarthur s left Aden May 7, for London  
Clan Forbes s left Suez May 8, for London  
City of Oxford s left Perim May 6, for London  
City of Calcutta s left Colombo May 4, for London  
Clan Macpherson s left Colombo May 6, for London  
Clan Stuart s left Madras May 7, for London  
City of Venice s left Calcutta May 9, for London  
Olydbank left Santa Rosalia April 6, for Q'ntown  
Coquimbo left Talcahuano April 14, for Falmouth  
Caroline left Talcahuano April 11, for Falmouth  
Circassia s left New York May 4, for Clyde  
Cheribon s at Singapore May 1, for Glasgow  
Cavour clrd at Pascagoula April 15, for Greenock  
Crystal s left New York May 8, for Leith  
Cedric the Saxon left St Helena April 1, for Ch'n'l  
Cape York left Melbourne April 8, for Channel  
Charlton s at Constantinople April 20, for UK  
Chester s left New York May 4, for UK  
Clan Macpherson left San Francisco Feb 11, for Hull  
Condor clrd at Pensacola April 22, for West H'pool  
Darwin s left Norfolk, Va, May 9, for Liverpool  
Durrunda s left Naples May 6, for London  
Durham City s left Boston May 6, for London  
Dardanus s left Penang April 7, for London  
Doune Castle s left Cape Town May 6, for London  
Dulcey left Iquique April 13, for UK  
Drumalis left Port Pirie May 8, for UK  
Derwent Holmes s left Sydney, CB, May 6, for F'wood  
Eastern Monarch left Anjer April 15, for Liverpool  
Erin's Isle left Perth Amboy May 5, for Liverpool  
Engineer s left New Orleans May 6, for Liverpool  
Eldorado s left Barbadoes May 4, for London  
Egyptian Monarch s left New York May 5, for London

Elmbank left San Francisco May 4, for Queen's Wharf  
Emeline left Rio Grande April 1, for Falmouth  
Eliezer left Buenos Ayres March 22, for Falmouth  
Errol left Pisagua April 26, for Channel  
Emile left Philadelphia May 4, for UK  
Exeter City s left New York May 7, for Swansea  
Floridian s left New Orleans May 2, for Liverpool  
Federation s left Norfolk, Va, May 1, for UK  
Foxhall s left New Orleans May 7, for UK  
Fidelio left New York May 8, for L'pool  
Gulf of Papua s left St. Vincent May 5, for L'pool  
G R Booth s left Suez May 4, for Liverpool  
Gulf of Martaban s left Sydney May 5, for L'pool  
Gregory's left Corea May 9, for Liverpool  
Gulf of Venice s left Perim May 4, for London

M Glaucia Grecia Hanks Hamps Hector Hors Irvine Indiana Idia, ci India Ionic Isola, i Imperial Isabel Jelung Kuros Khios Kelton Lake S Lauder Legisla Lady Qu Letimb Matada Malvern Maran Mirzap Main Maori Maryland Manors Marsell Mary P Mount Macleod Magna Martin Medusa Nevada Nova S North Li Norham Naples Nagpon Nipotin North Napier Olympia Ormuz Orotava Oceanas Ottawa Ore lef Ocean Osimo O Persis Pelican Paramo Pedro Prydai Peconic Pallas Paulus Pictavia Paula Quebec Roman Boelin Rosana Rota le Russia Sorata Sardin Salerno State of Sappho Stavida Serela Sympa Southe Spartas Tutor Tenass Tekoa Titan Treglio Tamar Tagus Umblo Urbino Venetian

Glenaloch s left Suez May 8, for London  
 Glaucus s left Suez May 5, for London  
 Greecan s left Quebec May 7, for London  
 Gracia s left New Orleans May 4, for U K  
 Hankow left Malta May 9, for London  
 Hampshire s left Aden May 4, for London  
 Hector s left Singapore May 3, for London  
 Horsa left Port Pirie Mar 31, for U K  
 Irvine left Victoria, BC, April 16, for Liverpool  
 Indiana s left Philadelphia May 6, for Liverpool  
 Ida, clrd at Demerara April 13, for Liverpool  
 India s left Colombo May 4, for London  
 Ionic s left Wellington May 2, for London  
 Isola, left Pisagua Jan, 23, for Falmouth  
 Imperial Prince s left Calcutta May 5, for Dundee  
 Isabel Browne, clrd at Rangoon April 4, for Channel  
 Jenanga s left Batavia May 5, for London  
 Kinross left New York April 17, for Liverpool  
 Khios s left Calcutta April 8, for London  
 Kelton left Melbourne Mar 5, for Falmouth  
 Lake Superior left Quebec May 6, for Liverpool  
 Lauderdale s left Galle May 8, for Liverpool  
 Legislator s left Colombo May 5, for London  
 Lady Cairns clrd at San Francisco April 28, for Queenstown  
 Letimbo s left New York May 5, for U K  
 Matadi s left Grand Canary May 8, for Liverpool  
 Malvern s left Suez May 6, for Liverpool  
 Maranhense s left Ceara May 5, for Liverpool  
 Mirzapore s left Aden May 7, for London  
 Maine s left Baltimore May 4, for London  
 Maori s left Wellington, N.Z., May 1, for London  
 Maryland s left Baltimore May 8, for London  
 Manora s left Calcutta May 9, for London  
 Marseille clrd at Corinto April 2, for Falmouth  
 Mary Frost left Leguana May 2, for Channel  
 Mountstuart left Geelong Mar 25, for Channel  
 Macleod left Port Augusta May 1, for U K  
 Magnolia s left Baltimore May 4, for U K  
 Martin Luther left Brunswick May 6, for U K  
 Medusa left Brunswick May 6, for U K  
 Nevada s left New York May 9, for Liverpool  
 Nova Scotian s left Baltimore May 7, for Liverpool  
 North Cambria s left St. John, N.B., May 8, for Liverpool  
 Norman Castle s left Madeira May 8, for London  
 Naples s left Suez May 4, for London  
 Napoport to leave Iquique early in April for F'mouth  
 Nipotini left Rosario March 31, for Falmouth  
 North left Astoria April 19, for U K  
 Napier s left New York May 8, for U K  
 Olympia s left New Orleans May 6, for Liverpool  
 Ormus s left Gibraltar May 9, for London  
 Oriental left Brindisi May 8, for London  
 Ottawa s left Colombo May 6, for London  
 Oceana s left Aden May 7, for London  
 Ottawa s left Halifax May 7, for London  
 Ore left Brunswick May 6, for U K  
 Ocean left Halifax April 26, for Llanelli  
 Osma clrd at Pensacola April 25, for Montrose  
 Persia s left Port Said May 6, for London  
 Pelican s left Galle May 1, for London  
 Paramatta s left King George's Sound, May 2 for London  
 Pomeranian s left New York April 30, for Clyde  
 Peruvian s left Montreal May 7, for Glasgow  
 Polynesian left Port Pirie March 18, for Channel  
 Prosperino, Basso, clrd at Rangoon April 3, for Channel  
 Pedro s left Norfolk May 5, for U K  
 Prydaine s left Norfolk May 4, for U K  
 Peconic s left New York May 4, for U K  
 Pallade left New Orleans May 3, for U K  
 Paulus left Savannah May 6, for U K  
 Pictavia s left New York May 5, for U K  
 Paula s left Philadelphia May 9, for U K  
 Quebec clrd at Darien April 25, for Liverpool  
 Roman s left Boston May 5, for Liverpool  
 Roisin Castle s left Cape Town May 6, for London  
 Rossana left Salt River April 9, for Queenstown  
 Rota left New York May 2, for U K  
 Russia s left Philadelphia May 8, for U K  
 Sorata s left Rio Janeiro May 3, for Liverpool  
 Sardinian s left Quebec May 7, for Liverpool  
 Salerno s left Curacao May 1, for London  
 State of Indiana s left New York May 5, for Clyde  
 Sapphire left New York May 2, for U K  
 Standard s left New York May 4, for U K  
 Sevilla clrd at Pensacola April 23, for U K  
 Serela left New Orleans May 8, for U K  
 Sympatia, left St John, NB, April 26, for Dublin  
 Southern Queen left St John, NB, April 16, for Fleetwood  
 Spartan s left Cape Town April 29, for Southampton  
 Tentonic s left New York May 6, for Liverpool  
 Tensserim s left Malta May 9, for Liverpool  
 Tekoa s left Rio Janeiro May 3, for London  
 Titus s left Penang May 2, for London  
 Treglisson s left Sues April 25, for U K  
 Tamar s left Madeira May 7, for Southampton  
 Tagus s left Rio Janeiro May 7, for Southampton  
 Umhloti s left Natal May 2, for London  
 Urbino s left Aden May 3, for Hull  
 Venus left Para March 9, for London

Wordsworth s left Suez May 5, for Liverpool  
 Western Lass left Montserrat April 20, for L'pool  
 Woden left Apalachicola Feb 27, for Dundee  
 West Glen clrd at Carrizal Bajo Feb 16, for U K  
 Woliston s left Port Royal May 6, for U K  
 Worcester s left Malta May 3, for Hull  
 Yedmandale s left New Orleans May 4, for U K

## SHIPS SPOKEN.

Annie Fletcher, Liverpool to Talcahuano, May 5, 60 miles west of Scilly.  
 Alexandria, ship, San Francisco to Dunkirk, April 1, 2 N, 29 W.  
 Adelaide, San Francisco to Hull, Mar, 16, 37 S, 31 W.  
 Armadale, of Glasgow, Liverpool for Melbourne, all well, March 11, 1 S, 25 W.  
 Argomene, for Melbourne, April 28, 28 N, 19 W.  
 Ardmurchan, from Astoria, April 9 (not 19, as before reported), on the Line, 29 W.  
 Aldergrove, of Port Glasgow, bound south, March 26, 4 S, 29 W.  
 Buteshire, four-masted ship, Liverpool to Sydney, March 23, 8 S, 29 W.  
 Borrowdale, steering south, March 23, 13 S, 31 W.  
 Benlarig, ship, steering east, all well, May 6, 49 N, 14 W., by the Mentre (s), in London.  
 Carnarvon Castle, April 28, 23 N, 21 W.  
 Cape of Good Hope, San Francisco to Sligo, March 18, 6 N, 111 W.  
 County of Dumfries, four-masted, Calcutta to Dundee, all well, April 26, 33 N, 40 W.  
 Criffel, of Liverpool, Maryport to Valparaiso, March 22, 15 S, 33 W.  
 Caesarea, ship, Sydney to Rotterdam, April 22, 31 N, 43 W.  
 Cecilia, of Sundswall, "Berbice" to Elsinore 22 days, April 21, 36 N, 42 W.  
 Cock of the North, for Table Bay, April 19, 5 N, 23 W.  
 City of Madras, Valparaiso to Portland (O.), April 2, 49 S, 115 W.  
 Drumeltan, four-masted ship, Swansea to San Francisco, March 30, 3 S, 28 W.  
 Dymonene, British ship, steering south, all well, April 22, 13 N, 25 W.  
 Emilio M., for Genoa, April 14, 39 N, 11 W.  
 Ellen A. Read, British ship, Vancouver to Bristol, May 9, 50 N, 13 W.  
 Forfarshire, of Glasgow, from Antwerp, Feb, 21, 36 N, 19 W.  
 Firth of Lorn, barque, bound south, April 30, 16 N, 26 W.  
 Flora P. Stafford, steering south, Mar. 20, 17 S, 31 W.  
 Frances, for Bristol, May 7, 48 N, 20 W.  
 Gulf Stream, for Brisbane, May 2, 32 N, 18 W.  
 Gilcrux, British barque, all well, April 2, 4 N, 25 W.  
 Hecla, American ship, New York to Shanghai, all well, March 26, 10 S, 32 W.  
 Hamlet, for St. John's, May 4, 48 N, 33 W.  
 Italia, Drago, Clyde to Genoa, May 2, near Toulon.  
 John Gill, British barque, Tacoma to London, March 25, 13 S, 32 W.  
 Julie, schooner, of Marstal, for Seydisfjord, all well, April 28 (north coast of Zealand).  
 Loch Trool, Liverpool to Sydney, May 5, 60 miles west of Scilly.  
 Lutterworth, Hawkes Bay to London, April 22, 27 N, 42 W.  
 Lord Wolsey, British barque, all well, April 4, 4 N, 26 W.  
 Milton Park, April 20, 22 N, 42 W.  
 Mandalay, barque, London to Hobart Town, March 31, 13 N, 26 W.  
 Mercia, for Valparaiso, April 25, 11 N, 26 W.  
 Mountain Laurel, barque, Liverpool to Valparaiso 34 days, March 27, 6 S, 31 W.  
 Maud, for Quebec, May 4, 43 N, 47 W.  
 Main, British ship, New York to Calcutta, April 8, 5 S, 31 W.  
 Norwood, for Rio Janeiro, April 26, 14 N, 27 W.  
 Orellana, British barque, steering south, all well, April 28, 28 N, 20 W.  
 Parthia, British barque, bound north, April 4, 3 N, 30 W.  
 Pax, April 28, 29 N, 21 W.  
 Pendragon Castle, English four-mast ship, Liverpool to Calcutta 33 days, all well, March, 31, 9 S, 31 W.  
 Rydalmore, April 10, on the Line, 28 W.  
 Routenbeck, British barque, March 29, 2 S, 24 W.  
 Rosita, Belize to Goole, May 5, lat. 50, long. 6.  
 Sronza, of Liverpool, New York to Calcutta, March 13, 25 S, 28 W.  
 Sovereign, British barque, steering south, April 8, 29 S, 46 W.  
 Selma, Liverpool to Picton, April 25, 49 N, 27 W.

Spirit of the Morning, from Iquique, April 27, 33 N, 39 W.

Sierra Estrella, English ship, from Liverpool, steering SW, May 1, 50 N, 10 W.  
 Tacora, British brigantine, steering south, April 27 25 N, 21 W.

Thomas S. Stowe, barque, from Pisagua, all well, March 22, 16 S, 30 W.  
 Undine, for Rangoon, March 29, 7 S, 32 W.  
 Ulrica, British ship, Liverpool to Calcutta, all well, March 23, 17 N, 32 W.  
 Viola, for Townsville, May 2, 32 N, 18 W.  
 Veritas, for Quebec, May 3, 48 N, 19 W.  
 Varuna, barque, Pisagua to Channel, March 5, 27 S, 31 W.

## SEAFARING DISASTERS.

Craigburn sailed yesterday for Wellington, in ballast; whilst in tow outside the Heads, tow-line slipped from ship and she went ashore at Sorrento at midnight, and will probably be a total wreck. Later: Craigburn has broken up. (Melbourne, May 9.) [Mem.: The *Craigburn*, Captain Kerr, is a vessel of 1,997 tons, built in 1884, and is owned by Messrs. R. Shankland & Co., of Greenock.] A telegram received by the owner from Melbourne states: — 'M'Fayden, Ure, Johnson, Thleman, Blackburn, Whifield drowned.' (Liverpool, May 12.)

Calabar.—An unsigned telegram from Bonny states that the sailing ship *Calabar*, bound outwards, is ashore on the Eastern Spit bar; crew abandoning; expect total wreck, but probably save cargo; will wire further news. [Mem.: The *Calabar* is an iron brigantine of 305 tons, built at Liverpool in 1887, by Messrs. Potter & Sons, and is owned by Messrs. T. Harrison & Co., of Liverpool.]

Fairy Queen, schooner, of Padstow, from Kingsale, has arrived here in tow of the tug *Zealandia* with foretopmast, forestay, and bowsprit carried away, having been in collision with an unknown sailing vessel to-day off Dungeness. (Gravesend, May 10.)

Gwendoline s.—The steamer *Sharon* landed at Dover Captain J. S. Harrison and four men, forming part of the crew of the steamer *Gwendoline*, of Cardiff, with Mr. Appleton, a passenger, also of Cardiff. The *Gwendoline* was a vessel of 1,729 tons gross register, belonging to Messrs. Turnbull Brothers. She was bound from Cardiff to Constantinople with coal, when on the 28th ult., during a fog, she struck some rocks near Tarifa, in the Straits of Gibraltar. The vessel sustained such serious damage that there was no hope of saving her. The crew of 21 left the ship in their boats, and succeeded in reaching land. The vessel sank 25 minutes after they abandoned her. The crew were sent home by the British Consul at Gibraltar by two vessels, one of them being the *Sharon*. (Dover, May 10.)

Gleaner, smack, of Peterhead, from Peterhead to Methil, with ballast, ashore this morning at Bod-dam; vessel sunk; all hands saved. (Peterhead, May 9.)

Harrow, British steamer, and the troopship *Tamar* have been in collision, and former badly damaged, but latter slightly. The former has plates bent, and must repair to enable her to proceed. (Port Said, May 9.)

Tancarville s.—A terrific explosion occurred in forehold of the tank steamer *Tancarville* in Mordey Carney's dry dock here at 10 a.m.; steamer considerably damaged, and several reported killed and injured. Later:—Referring to previous wire re *Tancarville*, as far as can be seen now the whole of the fore deck has been blown off, and it is reported that the bottom plates have been blown out; no cause yet assigned as to explosion; the fire which broke out afterwards has been extinguished; 5 men killed and 13 injured. Another account says:—Eight men were killed and between 20 and 30 injured. About 100 men and boys were working on the vessel, which was damaged by fire about a fortnight ago. The deck and bulwarks were blown to atoms, the comings flying through the air, and crashing through the galvanised iron roof of some fitting shops fifty yards away. The windows of these buildings were also shattered, and the walls rent. A piece of combing fell upon the foot of a man at work in a shop, severely lacerating it. Other men were also injured, though slightly. On board the vessel there was a shocking scene. The brigade, however, succeeded in getting the fire under, but even then some of the corpses were inaccessible, although visible. The second mate of the vessel, McPherson, is amongst the injured. (Newport, May 11.) Mem.: The *Tancarville* is an English steel steamer of 2,336 tons, owned by Mr. A. Stuart, of London.

Waterford, of Weymouth, Berryport for Ore Creek, Faversham, March 9, reported missing.

**SEAFARING MEN  
SHOULD JOIN WITHOUT DELAY,  
AT  
REDUCED ENTRANCE FEE,  
THE  
SAILORS' AND FIREFMEN'S UNION  
of  
Great Britain, Ireland & other Nations.  
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PRESIDENT:  
**SAMUEL PLIMSOLL, Esq.****

Among the chief objects of this powerful Union are—  
To obtain reasonable Hours of Duty, and maintain a fair rate of wages;  
To provide for the safety of Ship's Work;  
To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;  
To provide assistance in case of Illness, Accident, and Shipwreck; and  
To provide Legal Assistance for all Claims and defences.  
Full particulars may be had of any of the Secretaries, whose names and addresses are:—

**AARHUS.**—A. Nielsen, Agent, Office, 21, Nørregade.  
**ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.  
**AMBLE.**—G. H. Guthrie, 27, Broomhall-street, via Acklington.  
**AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, secretary.  
**ANTWERP.**—  
**ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.  
**ARDROSSAN.**—W. Galbraith, 59, Glasgow-street.  
**AKLLOW.**—P. Bolger, Main-street.  
**BARRINGTON-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.  
**BARRY DOCK.**—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadotown; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.  
**BELFAST.**—R. Price, 41, Queen-square.  
**BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.  
**BLYTH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.  
**BO'NESS.**—John O. Neil, Albert-buildings. Office hours, 9 a.m. to 5 p.m.  
**BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.  
**BREMERHAVEN.**—F. Fintchens, Buergermeister, Sinit Strasse, secretary.  
**BRISTOL.**—T. J. Dancey, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.  
**BURNTISLAND.**—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.  
**CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.  
**COPENHAGEN.**—Branch office, Ostergade 32 Thalia. Meeting, Wednesday, 7 p.m.  
**CORK.**—Michael Austin, 6, Patrick-street.  
**CHRISTIANIA (Norway).**—Branch office, 2, Raahusgaden; C. S. Nielsen, secretary.  
**DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.  
**DROGHEDA.**—Thos. McEvitt, Quay-st., Dundalk, sec. Agent in Drogheda, 15, Peter-st. (N.U.D.L. Hall). Meeting, Friday, 7.30 p.m.  
**DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.  
**DUMBARTON.**—J. McNee, Kirk-street, agent.  
**DUNDALK.**—Thos. McEvitt, Quay-street, secretary. Meeting, Tuesday and Thursday.  
**DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.  
**DUNGARVAX.**—P. Power, 5, St. Mary-street.  
**FLEETWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

**GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; R. A. Bennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.  
**GOOLE.**—W. R. Chappell, 24, Booth Ferry-nd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.  
**GOTHENBURG.**—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Wednesday evening at 8, in Bergsgatan 21.  
**GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.  
**GRAVESEND.**—John Deguin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.  
**GRAYS.**—Wm. Wall, 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.  
**GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.  
**GREAT YARMOUTH.**—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.  
**GREENOCK.**—G. McNaught, 16, East India Breast.  
**HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoerner, outside delegate.  
**HARWICH.**—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.  
**HULL.**—T. Carr, Unity Hall, and Office, 11, Posterngate, sec. pro tem.; J. Hussey and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meetings nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-nd. Office hours, 12 to 4. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.  
**KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.  
**LIMITH.**—James Brown, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.C., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; , outside delegate. Meeting Tuesday, at 7.30 p.m., Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.  
**LIMERICK.**—F. Reynolds, agent, 24, Windmill-st.  
**LIVERPOOL (Branch No. 1).**—H.R. Taunton, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.  
**LIVERPOOL (Branch No. 2).**—T. Connerty, 133, Derby-nd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.  
**LIVERPOOL (Branch No. 3).**—J. Conway, 19, Stanhope-street, South Docks.  
**LIVERPOOL (Branch No. 4).**—P. Marmon, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.  
**LIVERPOOL (Tug and Ferryboat Branch).**—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.  
**LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.  
**LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.  
**LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11, 167.  
**LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.  
**LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.  
**LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's terrace Lorne Park-road, South Lowestoft.  
**LONDONDERRY.**—A. O'Hea, 27, William-street.  
**MALMO.**—Axel Danielson, Norgregation No. 3b.  
**MARYPORT.**—F. F. Gant, 75, King-street, secretary. Meeting Monday, 7 p.m.  
**MIDDLESBRO'.**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.  
**MONTSROE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.  
**NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellison-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.  
**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.  
**NEWRY.**—D. Lennon, agent, Dublin-road. T. McEvitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.  
**PETERHEAD.**—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.  
**PENARTH.**—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. Beattie, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.  
**PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.  
**PORT GLASGOW.**—G. McNaught, 16, East India Breast, Greenock.  
**PORTSMOUTH.**—W. Thorburn, 38, St. John's-road, Threatam.  
**ROTTERDAM (Holland).**—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.  
**RUNCORN.**—T. H. Thompson, Waterloo Hotel, Top Locks, agent.  
**SCANDINAVIAN DEPARTMENT.**—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.  
**SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.  
**SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.  
**SHIELDS (North).**—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.  
**SOUTHAMPTON.**—T. Chiver Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.  
**STOCKTON-ON-TEES.**—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.  
**SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holly-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.  
**SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.  
**WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.  
**WATERFORD.**—J. Ayton, 82, Quay.  
**WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.  
**WEXFORD.**—P. O. Dwyer, Main-street.  
**WICKLOW.**—Thomas Gregory, Main-street.  
**WHITBY.**—Paul Stamp, agent, Fleeces Inn.  
**WHITSTABLE.**—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.  
**WHITEHAVEN.** } John Smith, Maryport.  
**WORKINGTON.** } John Smith, Maryport.  
**YOUGHAL.**—J. Collins, Braunn-street.

# ALL SEAFARING MEN should know THE TRUTH about the SAILORS' AND FIREMEN'S UNION VERSUS THE SHIPPING FEDERATION.

## A TRUE ACCOUNT OF THE STRUGGLE.

As the "Shipping Federation" have been spreading false reports of the result of the recent struggle, the following statement of facts will be interesting to seafaring men and others. The principal cause of the dispute between the Seamen's Union and the Shipping Federation was the latter body insisting on our members paying for and signing an agreement called the Registration Ticket. As this ticket entitled the holder to membership in another Seamen's Union (a fostering of the Shipping Federation), and a preference of employment in all their ships, it was plainly seen that the object of the Federation was to break up the power of our National Union.

The result of this was that our members in Cardiff and London refused to sign this badge of slavery, and left their ships. The Federation agents then tried every means to fill up our men's places; anything, Malay, Chinaman, or Lascar, that was able to put a mark on a ticket was given preference of employment, while British Seamen and Firemen, the backbone of our Mercantile Marine, were rejected because they would not patronise the Shipowners' Union and sail with the scarpings of every nation under the sun.

After the dispute had lasted several weeks, and the Shipping Federation found they was getting the worst of the battle, they withdrew the preference clause from their ticket. Finding this did not have the desired effect, and thinking that their little Seamen's Union was in the way, they took it out and buried it in the coffin that was intended for the National Union. Still our men held out and refused to take their ticket. The Shipping Federation then gave notice that no charge would be made for it. Finding our men would not take the ticket after all those changes had been made, the Shipping Federation then promised that the sum of £25 would be paid to the relatives of any seaman in the event of the seaman's death while in their employ, providing the seaman was in possession of one of their tickets.

It is unnecessary for me to make any further comments on the Federation Ticket. All seafaring men will, I am sure, be able to see for themselves the wonderful change that has been made in the clauses, and for this purpose the two Federation Tickets are printed. Had the Seamen's Union received the support a great struggle like this entitled them to, the victory would have been more complete and lasting.

As a number of our members have not had the opportunity of seeing the original Federation Ticket that was the cause of the late dispute, it is printed side by side with the harmless piece of parchment that now answers to the name.

## THE FEDERATION TICKET. BEFORE                    THE FIGHT AND                    AFTER

### RULES.

1.—Registration Tickets shall be issued to every sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bond fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall only be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed, and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—That for the protection of Seamen, this Ticket must be renewed once in every six months, or, if at sea, as soon after as practicable. The fee for registration (including Registration Ticket and Rules) is 1s., and for each renewal, 8d., which also entitles to membership in the "AMALGAMATED BRITISH SEAMEN'S PROTECTION SOCIETY," if desired. Members of any other Seamen's Union may, however, avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to preference of employment—at the recognised port wages—for any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other Members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

### RULES.

1.—Registration Tickets shall be issued to every competent sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bond fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed, and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—Members of any Seamen's Trade Union may avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to employment—at the recognised port wages—in any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, LIMITED."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other Members of the crew may, or may not, be members of any Seamen's Union.

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## MASTERS & CO. THE CARDIFF, SWANSEA, AND NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

**MASTERS & CO.**  
29 & 30, ST. MARY STREET,  
292, BUTE STREET, CARDIFF.

**MASTERS & CO.**  
18 & 19, CASTLE STREET, SWANSEA.

**MASTERS & CO.**  
39 & 40, HIGH STREET, NEWPORT.

## Seafaring.

SATURDAY, MAY 16, 1891.

## ADVERSITY'S USES.

The magnificent reception accorded last Wednesday at Cardiff to the general secretary of the Seamen's Union, on his release from prison, might well move and touch him and his friends as it did. Such a reception proves that the view which we have expressed from the first as to his imprisonment is right. Now that his imprisonment is over, there can be no harm in letting out the fact that at first some Union men were not a little downcast over Mr. Wilson's undeserved punishment. In this dejection we refused to share. Indignant at the injustice and suffering to which he was subjected, we nevertheless held that injustice and suffering would render him more popular than ever, and rally to the side of the seamen all who have the pluck to condemn an outrage on others as well as on themselves. And now what do we see? To-day Mr. J. H. Wilson is more popular than ever—more popular than any other Labour leader of the day—and the hero of the hour, as we predicted. In his honour demonstration has followed demonstration, at one port after another, short as the time is since his release, and to-morrow (Sunday) there is to be yet another, in Victoria Park, London, which is expected to be one of the largest that even London has yet seen. Mr. Wilson has indeed been made so much of, and is still likely to be made so much of, that he would be more or less than human if he were not tempted to feel rather puffed up than disgraced by his imprisonment. And it is well that he should be made much of, not only because of his services to the seamen, but because it is important that all who are unjustly punished should know that the sympathies of honest men are with them. Moreover, as a reform of the laws of the country and of the way in which they are administered, is most urgently needed, anything that tends to bring the law of this country and its administration into ridicule and contempt, is to be hailed with joy. The cheers of the multitude for Mr. Wilson are part of the death sentence of the existing system. Those cheers are surely more. They are an encouragement to suffer imprisonment for the right. No man is really fit to be a reformer till he has

Many of the ships still sign on board, but as this has been done for a number of years in Liverpool and other ports, it was decided that our men would sign on board for the present, at all events, to show the Shipping Federation that it made very little difference to the members of the National Seamen's Union where they signed, as every member was a delegate and could be trusted to look after his Union and its interests at all times and places. It will be clearly seen from the foregoing that the Shipping Federation with its 100 millions of capital have not been very successful in their endeavour to smash the Seamen's Union; in fact, as far as the Federation Ticket is concerned, their action resulted in an ignominious defeat on every point that was contested in the original ticket, and every praise must be given to the members of the Seamen's Union for the gallant stand that was made against such a powerful combination of capital, and for the victory gained and the right of combination maintained against such a powerful enemy.

The result of the fight is very encouraging to the members of the Seamen's Union, and should stimulate them in further efforts to protect the lives and better the condition of their members. All seafaring men that are not members of the Seamen's Union should assist us and our noble president, Samuel Plimsoll, in the great work that is still to be done. Do not stand back and let others do all the work. Are you willing to accept the shorter hours and better pay without having done something to help in obtaining it? If not, then join the Union at once.

unjustly suffered imprisonment, or till some other grievous wrong has burned into his soul till he is all on fire against oppressors, and would glory to die for freedom. Few persons can be fit to hold any position of responsibility in the Labour movement who have not thus qualified, and much of the success of the Seamen's Union must be attributed to the fact that there are few of its members or officials who have not by unjust suffering been incited to strive for justice. Mr. Wilson's splendid reception is not only calculated to nerve him and all friends of the seamen to still more determined fighting, but it is infinitely creditable to the seamen themselves. It gives the lie direct to the mendacious shipowners, who would have the public believe that Mr. Wilson and the Union have lost prestige, and seamen no longer agree with the views of SEAFARING.

### THE MARCH OF THE WORKERS.

#### A MAY DAY SONG.

What is this, the sound and rumour? What is this that all men hear,  
Like the wind in hollow valleys when the storm is drawing near,  
Like the rolling on of ocean in the eventide of fear!  
Tis the people marching on.  
  
Whither go they, and whence come they? What are these of whom ye tell?  
In what country are they dwelling 'twixt the gates of heaven and hell?  
Are they mine or thine for money? Will they serve a master well?  
Still the rumour's marching on.  
  
Hark the rolling of the thunder!  
Lo, the sun! and lo, thereunder,  
Riseth wrath, and hope, and wonder,  
And the host comes marching on.  
  
Forth they came from grief and torment; on they went toward health and mirth,  
All the wide world is their dwelling, every corner of the earth  
Buy them, sell them for they service! Try the bargain what 'tis worth,  
For the days are marching on.  
  
These are they who build thy houses, weave thy raiment, win thy wheat,  
Smooth the rugged, fill the barren, turn the bitter into sweet;  
All for thee this day—and ever. What reward for them is meet?  
Till the host comes marching on.  
  
Many a hundred years passed over have they laboured deaf and blind,  
Never tidings reach their sorrow, never hope their toil might find,  
Now, at last, they're heard and hear it, and the cry comes down the wind,  
And their feet are marching on.  
  
O, ye rich men hear and tremble! for with words the sound is rife,  
Once for you and death we laboured, changed henceforward is the strife.  
We are men, and we shall battle for the world of men and life;  
And our host is marching on.  
  
Is it war then? Will ye perish as the dry wood in the fire?  
Is it peace? Then be ye of us, let your hope be our desire.  
Come and live! for life awaketh, and the world shall never tire;  
And hope is marching on.  
  
On we march then, we the workers, and the rumour that we hear  
Is the blended sound of battle and deliv'rance drawing near;  
For the hope of every creature is the banner that we bear.  
And the world is marching on.  
  
Hark the rolling of the thunder  
Lo the sun! and lo, thereunder  
Riseth wrath, and hope, and wonder,  
And the host comes marching on.

WILLIAM MORRIS.

### NAUTICAL NEWS.

At the Liverpool Police Court Captain Johnson, of the steamship *Maghull*, was summoned for having 60 lbs. of gunpowder on board in the Herrington Dock. Fined £5, and costs.

In the City of London Court there has just been decided an action arising out of the collision in the Thames between the sailing barge *Britannia* and the steamer *Raceon*, the result being judgment for the latter.

THE Allan and Dominion lines have agreed to carry the British mails by the steamships *Parisian* and *Vancouver* at the same rate as is paid to the Companies via New York. This gives a fortnightly direct service to Canada.

REPORT dated Lamlash, May 7, says:—A pilot landed from a Norwegian barque, reports that a steamer, name unknown, ran down and sunk a schooner unknown in Brodick Bay; crew picked up by a steamer, which proceeded south.

THOMAS COOK, master of the flat *Columba*, has lost his life by trying to push his craft from Duke's dock wall, Liverpool. He slipped, fell on to the deck, and from thence into the hatchway. Both legs were broken, and he lived but a few hours.

THE result of an action brought in the Admiralty Court by the owners of the schooner *Spring*, of Fowey, against the owners of the steamer *Proclano*, of Sunderland, is that the latter has been pronounced as alone to blame and her owners liable.

CAPTAIN DAVIS, Norwegian ship *Tancred*, was summoned at Cardiff for a contravention of Section 24 of the Merchant Act of 1876 by coming to Barry Dock from Bordeaux with a deckload of timber 3,150 cubic feet in excess of the allowance. Fined £5 and costs.

AT Sunderland Mr. Charles Beatty, mate of the steamer *Deerhill*, has been presented by the Mayor, on behalf of the President of the United States, with a handsome gold watch and albert in recognition of his services in assisting to rescue the shipwrecked crew of the American brigantine *Angeline*, on the 5th December last.

DURING the voyage of the *Maori* from London for Australia, some ammonia being carried as cargo was put on the poop. Afterwards the crew were startled by a loud report from the poop, which was found to be an explosion of some ammonia. The damage done was only slight. The captain threw the remainder of it overboard.

AT Liverpool a seaman named William Cullen, belonging to the *City of Chester*, has been brought up by warrant, charged with disobeying the lawful commands of the master at New York, on the 25th April. He was summoned along with four other men to appear the previous day, but he did not turn up. He pleaded guilty, and was sentenced to a week's imprisonment.

AN action for collision has been brought against Messrs. James Carrie & Co., owners of the *Britannic*, s, by the owners of the *Bear*, s, the result being that both vessels were pronounced to blame.

"INCOMPETENCY OF BRITISH SEAMEN."—In his report on the trade and commerce of New Orleans for the year 1890, Consul de Fonblanche says:—"I notice that Mr. William Cliff, of Liverpool (whose long experience as a manager of steamships gives great weight to his opinions), in a pamphlet entitled, 'The Incompetency of British Compared to Foreign Seamen,' attributes the loss of life in our ships, compared with that in the average of foreign shipping, to the incompetency of our seamen. But why do we ship incompetent British seamen? The evil as far as my judgment goes lies:—(a) In the indiscriminate use of V.G. on certificates of discharge. (b) In the carelessness of masters in selecting crews. (c) In their subserviency (particularly abroad) to the crimps. In my report for 1889 I remarked upon the shipment of sick, ruptured, and otherwise physically incapable men. The foreign seaman (as a rule) takes care of his money, and is consequently not in the hands of the crimp, whose interest is to ship the man who owes him most. Thus the dissolute and improvident get a preference over the sober and the thrifty. These are hustled on board without examination of any kind, and the master only knows when his ship is at sea that half his crew are 'losers.' And this is not wholly his fault. His owner puts him under high pressure. As soon as a ship has her cargo on board, not a tide, not an hour is to be lost. She must go to sea instantaneously with so many head of crew (competency and condition unknown) to work her, or the master will be blamed for the delay."

### SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

#### LONDON DISTRICT.

Neither Green's Home, Tidal Basin, nor any of the London Branches send any reports this week.

Mr. T. Watson Brown, solicitor, Mr. J. R. England, and Messrs. Mercer and Fowler were among those present to welcome Mr. Wilson at Cardiff.

Mr. William Maxwell is such a general favourite, that his serious illness, chiefly brought on by the overwork to which he has been subjected in Mr. Wilson's absence, is greatly regretted. He has more than once been of late in such a critical state that recovery was hardly expected. Yet, in defiance of the doctor's orders, he would return to work directly he was strong enough to leave the house. At last he has been compelled to desist from business, and there are better hopes that he will get well, provided that he takes the rest which the doctor orders, and which he so urgently needs.

The United Labour Council of the Port of London, supported by the London Trades Council and other Trade Societies, announce a grand demonstration to be held at Victoria Park, on Whit-Sunday, May 17, at 4 p.m., to welcome home Mr. J. H. Wilson to liberty from Cardiff. The Eastern Section will leave the East India Docks at 2 p.m.; Mr. A. Palmer, marshal. The Canning Town Section will leave Beckton-road at 1.20 p.m.; Mr. H. Styles, marshal. The South-side Section will leave Deptford-broadway at 1 p.m., and Tooley-street, 2 p.m.; Messrs. C. Wykes and F. Atkinson, marshals. The Northern Section will leave Clerkenwell-green at 2.30 p.m., via Hackney-road to Cambridge Heath. H. Brill, marshal. Mr. Markham, assistant-marshall. The Main Body will leave Mile-end Waste at 3 p.m. for the Park, via Cambridge-road; Messrs. A. Mercer and F. Fowler, chief marshals. The Seamen's and Firemen's Union, with bands and banners, will head the procession. The other trades will take up their places as they arrive. Speakers: Platform No. 1—Chairman: Mr. A. Mercer (Seamen's Union). Speakers: Messrs. J. H. Wilson, Jas. O'Connor, Geo. Shipton (London Trades Council), Coal Porters, P. Mahoney (Coal Porters Winchmen), C. Watson (Railway Workers), C. Donovan (Ballast Heavers). Platform No. 2—Chairman: Mr. W. H. Ward (Gas Workers). Speakers: Messrs. Tom Mann (Dockers), Ben Cooper (Cigar Makers), Shellard (Clerks' Union), W. Chapman (Boot and Shoe Makers), G. Garrity (Railway Workers), A. Humphrey (Navvies). Platform No. 3—Chairman: Mr. Clem Edwards (Federated Trades). Speakers: Messrs. T. McCarthy (Dockers), Geo. Lansbury (Gas Workers), Parnell (Cabinet Makers), W. M. Thompson, G. Bateman, Warner (Drillers). Platform No. 4—Chairman: Mr. Edward Harford (Railway Servants). Speakers: Messrs. W. Boynes, A. Gearing (Stevedores), G. Jones (Coal Porters' Winchmen), W. C. Steadman (Barge Builders), J. Bedford (Railway Workers), G. Bateman, J. G. Catling (N.A. Coal Porters' Union). Platform No. 5—Chairman: Mr. A. Dryburgh (Shipwrights). Speakers: Messrs. H. Quelch (S.S.L.P.L.), Chas. Freak, Decks (T.S.S. Workers), E. Brennan (Coal Porters), C. Skelton (Engine and Crane Drivers), Hall. Platform No. 6—Chairman: H. Brill (N.A. Coal Porters). Speakers: Messrs. Drummond (Compositors), Fred Hamill (A. Engineers), Phamphilon, Mussett, G. S. Turner (Railway Workers), Leeby (Coal Winchmen), Rolls (A.S.W. & L.).

#### MERSEY DISTRICT.

At the ordinary weekly meeting of the Liverpool No. 1 Branch, after the formal business was disposed of, the chief topics of discussion were Mr. J. H. Wilson's release, the Cardiff Carnival, and the approaching removal of the Branch to more suitable premises. The Branch decided to send Mr. Nicholson to Cardiff to represent the Mersey district. The meeting adjourned after 9.30 p.m. It was announced there would be no meeting next Monday owing to Bank Holiday falling on that date.

The weekly meeting of the Birkenhead Branch was held May 6, at the Rooms, 12, Taylor-street, Mr. Henry Stading presiding over a fair attendance of members. The minutes, correspondence, and financial statement having been approved of, after some remarks from the secretary respecting the projected board of conciliation for the Mersey district, and the desirability of this Branch being

represented thereon, it was decided to appoint a delegate to act in conjunction with the trades already connected with the provisional committee, for the purpose of establishing a board of conciliation, whereupon Mr. Henry Stading was appointed. It was decided, on the motion of James Ward, seconded by R. Trevellick, that the vote of welcome submitted by the secretary, as drafted by our district secretary, be presented to our general secretary, Mr. J. H. Wilson, on the occasion of his release from Her Majesty's hospitable country residence at Cardiff, on Wednesday, May 13. After the secretary's resignation and its acceptance, as delegate to the Liverpool and Vicinity United Trades Council, there were several nominees for the post, several of whom declined to stand. Mr. R. Trevellick was elected, on the motion of T. Holland, seconded by H. Stading (who vacated the chair in order to second the nomination) to represent this Branch on the Liverpool and Vicinity United Trades Council. Respecting the demonstration to be held in Cardiff on Saturday, May 16, it was decided that our banner and four members be deputed to take part in the demonstration on the occasion of Mr. J. H. Wilson's release from prison, when the following were appointed to proceed to Cardiff to take part in the demonstration:—Messrs. R. Rogers, H. Stading, P. Hanlon, and James Ward. After some lengthened remarks from Messrs. T. Holland and H. Mottershed respecting the run by the s.s. *City of Paris*, the meeting adjourned at 9.30 p.m. Members are reminded that the meetings are held every Wednesday night at 7.30, at the Rooms, 12, Taylor-street, and are earnestly requested to attend as regularly as possible whilst ashore, and furthermore to report themselves on arrival home and previous to sailing, failing to comply with the rule respecting same a nominal fine will be enforced.

#### GLASGOW BRANCH.

At the usual weekly meeting, in the Typographical Hall, 102, Maxwell-street, Bro. C. Wright in the chair, the minutes being unanimously adopted, also the weekly returns, the correspondence was then read from head office and from a brother member on board the s.s. *Belgravia* in Naples, comments being made on the latter correspondence. Addresses were next given by chairman, secretary, and several members, avert the state of trade, etc. The action of the bo'sun of the s.s. *Corean* in not collecting the members' cards who were signing on board that vessel was severely criticised. New business being gone into, Bro. Bryson, in a short address, made a motion, seconded by Bro. Scott, "That bills be printed and posted up all along the harbour calling on all Union men in the port of Glasgow to desist from having anything more to do with the acceptance of the Federation ticket." Bros. McGregor and Pearson, who spoke strongly against Bro. Bryson's measure, moved a direct negative. Bro. Bryson and Scott withdrawing their motion, everything in relation to this remained as formerly. Bro. McGregor then spoke on the reduction of hands in the State steamships recently bought over by the Allan Line. This caused a discussion to arise between Bros. Wright and McGregor on the definition of what one man's work was aboard ship and what one man was capable of doing. After the debate had lasted some little time the meeting closed.

#### CARDIFF BRANCH.

At the meeting held May 11, at the Club Rooms, Wyndham Arcade Hotel, Mr. Atkins in the chair, there were also present Mr. Connerty (secretary Bootle Branch), Mr. Hibborn, and Councillor John Jenkins. The minutes having been adopted, also the financial account, correspondence was read from Mr. Teasdale, the accountant, in reference to a new system of the books and accounts being kept for the home and stores, the present system being one which gives an extra amount of work, not only to those in the office, but also to the auditor; therefore, by adopting the system which Mr. Teasdale considers necessary it will save all this extra time and expense. Discussion then commenced, but as our friends from Bootle wished to make a few remarks on the progress of the Union, Mr. Gardner asked permission of the meeting to allow them to do so. Mr. Connerty then made some brief remarks in reference to the affairs at Bootle; also referred to the Board of Conciliation which they are about to start at Liverpool, and trusted that it would be a success. After further remarks, a vote of thanks was moved to our Liverpool friends by Mr. James, seconded by Mr. Martin, supported by Mr. Gardner, who said he was glad to see that they were about to establish a Board of Conciliation. The same had been tried here, but without success, the difficulty being in getting fair representation on that Board. The capitalists not only wanted to dictate as to how

their side should be formed, but also wanted to dictate as to how our side should be represented also. Mr. Gardner contended that the only way in which we were prepared to form those Boards was to have an equal representation of labour and capitalists. He had offered them every facility to establish those Boards, but they had rejected and refused the overtures made by us. He had great pleasure in supporting the resolution. Councillor John Jenkins then gave some stirring remarks, and urged all to stand firm to the cause of Unionism. After the usual vote of thanks the meeting closed.

#### NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. Riddle, vice-president, in the chair, the minutes were approved, and correspondence was read from the assistant general secretary regarding the demonstration in Cardiff, notifying that it is to be held the 16th inst. instead of the first date mentioned. We had a very enthusiastic meeting on the 11th, when it was decided unanimously to send our banner and a representative along with it to give J. H. Wilson a hearty reception on his being released from prison, a martyr, and a champion of the seamen's cause. The weekly financial report was next submitted to the members, which showed a substantial balance in hand. The report was adopted. C. F. Lawson then addressed the meeting on the benefits of the Union, and hoped that his case would be shown in SEAFARING, and thanked the Union for his shipwreck claim being paid. There was a good deal of discussion on various subjects, which brought the meeting to a close with the usual vote of thanks to the chairman.

#### SUNDERLAND BRANCH.

At the usual weekly meeting, May 11, Mr. J. W. Priest in the chair, the secretary read the minutes of the previous meeting, which were amended and confirmed. It was decided that the secretary go to Cardiff to welcome Mr. Wilson on his return to liberty, and to be there on Wednesday, and if necessary remain till after the demonstration. The secretary then read several letters to the meeting, one being from Cardiff, together with a circular informing the Branch that the demonstration was postponed until May 16. The weekly return was then submitted to the meeting, and accepted. A great amount of discussion then took place on the necessity of cooks and stewards passing a Board of Trade examination. It was pointed out that many of the cooks and stewards of the present day were the sole cause of mischief and trouble aboard of ships, and expense and waste of provisions to the owner. It was decided to send up a resolution to the Executive Council, asking them to take early steps with a view of getting some measure whereby cooks and stewards are to pass an examination.

#### PETERHEAD BRANCH.

Last week I drew your readers' attention to the fact that one of our members refused to sail in a schooner which was only to carry three hands all told. This week the smack *Gleaner* drifted ashore on Buchan Ness and became a total wreck. The crew were picked up by a Boddam boat. The *Gleaner* had only the master and an A.B. for a crew. This must be making a living by the skin of the teeth. Everyone sympathises with the master, who had not the vessel insured. Shipping is getting brisker here, large quantities of wood and salt being landed daily. The s.s. *Barnadotte* has again sailed with "stock" curing materials for Stornoway. Vessels are being chartered to go with "stock" to Lerwick. The busy season is now coming on. Everything is looking favourable, and if it turns out so, and with the success of the white fishing for the last three months, Peterhead should recoup some of the loss it has sustained in previous bad years. Some of our members have returned for a short season, and they bring the welcome news that the members are always paying up and they have clear books. In the face of that owners and shipmasters need not waste their breath defaming the Union. The Union was not made for them, it was made for the protection of the seamen, who see the fruits of the labours of those who are left in charge. This Branch has not forgotten Mr. J. H. Wilson, nor his wife nor family, for I understand an address has been drawn up, written and coloured by hand, quite a work of art. It is framed in a handsome manner, and it is to be hoped it will be hung up by Mrs. Wilson in one of the vacant corners of her parlour, for it will prove to her that her husband is respected more than ever by the class of men he toiled with and for. In my next I'll try and describe the address, for by that time it will be presented.

#### SOUTH SHIELDS BRANCH.

At the usual weekly meeting, held in the Hall, president Mr. Clements in the chair, the minutes were adopted and correspondence was read from the Board of Trade, Cardiff Branch, head office, and S. Plimsoll, Esq. Several questions were asked and answered to the members' satisfaction, and marshals were elected for the procession on Whit-Monday at North Shields, and all members are requested to muster at the Hall at 1 p.m. It was moved and seconded that Mr. Clement and the banner go down to Cardiff to welcome Mr. Wilson on Tuesday, May 12, and stay till Saturday for the demonstration. It was also moved that the offices be closed on Whit-Monday, which was carried. It was decided that we don't have a meeting next week, owing to the holidays, and if anything special should turn up the secretary be empowered to call a special one. A member applied for a loan, and it was resolved that we lend him £1. Four members were reported on the sick list. One shipwreck claim was passed, and two new members admitted. The usual vote of thanks terminated the meeting.

#### DUBLIN BRANCH.

At the usual weekly meeting, at the Union Hall, 50, Seville-place, Brother J. M. Maxwell presiding, the minutes, financial accounts, and correspondence having been accepted as very satisfactory, Bro. S. Wallace laid a complaint about Union men working with a certain man, they having refused to work with him until he joined the Union. After a long discussion on the subject it was proposed and seconded that all men belonging to the Sailors' and Firemen's Union be requested to abstain from working with him unless he comes up and joins the Union, as we have as good men walking about idle, and any Union man working with him will be fined, as our motto is—"One for all and all for one." The chairman spoke at some length on the subject and put the motion, which was carried. The outside delegate then announced a deputation from the Trade Council, to seek our assistance to crush out of Dublin the importation of foreign corks, which were ruining that great Irish industry. Messrs. J. J. Clarke, Winn, and , who formed the delegation, were received with cheers. Mr. J. J. Clarke spoke on the great evil that grocers and publicans were doing this Irish industry by purchasing foreign-cut corks. They forced the honest working Irish tradesman either to the poor-house or to seek employment in a foreign country, and the assistance that we as Trade Unionists could give was by purchasing our goods and drink only from the grocer and publican that patronised Irish-cut corks, and that a list of such grocers as purchased foreign corks would be supplied so that we would know our friends and our foes. Mr. Winn having spoken on the subject, our godfather, Mr. P. A. Tyrell, replied on behalf of the sailors and firemen, and promised that the wishes of Mr. J. J. Clarke would be carried out, and we would give all the assistance that lay in our power. It was then proposed that a vote of thanks be passed to the following Irish Branches that had subscribed towards the Wilson address: Dundalk, £2; Arklow, £2; Limerick, £1; Wexford, £3; Wicklow, £1; Waterford, 2s. The Dublin Branch subscribed £3. The meeting then terminated.

#### MIDDLESBROUGH BRANCH.

At the general meeting on May 11, Mr. George Bolton in the chair, there was a poor attendance of members. The minutes were confirmed, after which correspondence was read from several Branches, also from head office, and the solicitor to this Branch, Mr. Wm. Fletcher then moved a vote of thanks to Mr. Sorensen, a member of this Branch, for the gallant attempt made by him to save the life of J. Sandham. The motion was seconded by Mr. J. Jones. The secretary then explained to the members that Mr. Sandham and Mr. Sorensen sailed together on the s.s. *Corisande*, of Middlesbrough. While crossing the North Sea Mr. Sandham fell overboard. A boat was launched at once and went to the rescue of Sandham, who sank as the boat was nearing him, Sorensen then jumped overboard and brought Sandham to the surface, but the poor fellow was dead. The secretary said he supported the motion, and he trusted the Royal Humane Society would take notice of this case. Nominations then took place for a delegate to attend the demonstration in Cardiff in order to welcome our general secretary from Cardiff jail. The secretary (Mr. George Cathey) and Mr. J. J. Robinson were the only members nominated. Mr. Cathey said that one delegate was enough to go to Cardiff, and he would very much have liked to be that delegate, but he thought they might save a little by having Mr. Robinson to represent them

May 16, 1891.

as he was going to London in connection with the Labour Electoral Association. Mr. Robinson was, therefore, elected to represent this Branch. The meeting shortly afterwards adjourned.

#### ABERDEEN BRANCH.

The usual weekly meeting of the Branch was held on Monday night, May 11. In the absence of the president, through indisposition, one of the members of the committee occupied the chair. There was not a large attendance of members, but those present were exceedingly hearty, which, in itself, is very encouraging to an office-bearer, who, besides having to advise members upon every difficulty that may crop up, needs, on the other hand, to be advised by the members and stimulated by their desires and aspirations, and to do exactly the best for all concerned. Members should attend the meeting as far as lies in their power. The old saying is still true "As iron sharpeneth iron, so does the face of man his friend." But to return to the meeting. The minutes were read and confirmed. Correspondence was next read, which largely referred to Mr. Wilson's release and subsequent demonstrations. Though desirous to show our loyalty to our leader, the distance, time, and expense were considered the great determining factors in deciding not to send a deputation to Cardiff, but we will joyously believe that our leader will think none the less of the Aberdeen Branch whose loyal congratulations are nevertheless sent. Other two matters came up for special consideration, as Dr. Hunter, M.P. for North Aberdeen, is to be here shortly. These were seamen having the power to vote, though absent on a voyage. 2nd. The amendment of the law as to those who may be considered fit to be jury-men. Our idea with regard to the latter, is that any man who is on the roll of ratepayers should be competent to sit on a jury, as property and money do not necessarily imply brains and sound common sense. Money and property, as qualifications in the past, have certainly carried strong prejudices. Not only does Cardiff appeal to us very strongly; things are nowhere any better, so brethren everywhere should be up and doing, "the stout back to the stiff bane." We intend to send a deputation to our M.P., and let him know what we want, and he will be right glad to see us. These two subjects are now to the fore, and if any brother next Monday night should desire to enlarge these, why bring them here. Let our members step by step fortify the privileges we have gained politically, socially, and economically. If we wish to hold these, there is but the one way—hold fast to the Union, fight steadily onward for your neighbour's vantage, as well as your own, and there will be less fear of your own.

#### HULL BRANCH.

At the usual Branch meeting, held in Unity Hall, on Tuesday, Mr. T. Ward in the chair, after the correspondence had been gone through Mr. W. E. Overton informed the members that he had received a letter from our late honoured president, Mr. W. Brown, who had just arrived at Queenstown, and who wished to be kindly remembered to one and all. This was received with rounds of applause by the members, who hope to see him in our midst. It was then moved by Mr. Overton, seconded by Mr. Johnson, that all previous resolutions in reference to sending Mr. Brown's watch to the first port at which his ship may touch, be rescinded, and that we make the presentation in Unity Hall on the first meeting night after his arrival in Hull; this to be notified in *SEAFARING*, also handbills to be printed informing our members of what is going to take place. We have no need to ask our members to rally round our old president on this occasion, for it is a well-known fact that the name of Brown acts like electricity amongst the members of the Hull Branch.

ON her first run from Greenock the *City of Rome* left for New York with 4,000 tons of cargo and 1,500 passengers of whom 1,100 are steerage.

**CRIMPING AT MONTEVIDEO.**—Speaking at the annual Missionary Meeting of the Seamen's Christian Friend Society, held on Tuesday in the Mission Chapel, Ratcliff-highway (and at which he presided), Admiral Grant, after extolling the advantages of a Christian life, spoke of the crimping carried on at Montevideo, which he described as scandalous. He was about to speak at the Chamber of Commerce on this subject, with a view to moving the Government to put an end to the traffic in seamen, which was more like the selling of slaves than anything else. This kind of treatment of men was not necessary to provide a crew for a God-fearing captain.

#### CORRESPONDENCE.

*Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.*

##### SHIPMASTERS' AND OFFICERS' UNION.

*To the Editor of "Seafaring."*

SIR,—I have no desire whatever to be brought into a wordy warfare through your columns with your correspondent, Capt. G. T. Luccock, nor do I wish that any member should take this matter up, as any grievance that may exist with any ex-official can be redressed by an appeal to the annual meeting or Executive Council. Your correspondent is asking so many questions, a reply to which I have neither time nor inclination to enter into through the medium of the press. Therefore, I simply ask your correspondent why? Echo answers. Why? In anticipation of the insertion of the above.—I am, dear Sir, yours in unity,

JOHN WILLIAM WRIGHT.

33, Market-place, South Shields.

May 11, 1891.

*To the Editor of "Seafaring."*

SIR,—I trust you will favour me by inserting the following letter in your valuable organ, in reply to the so-called assistant to the late general manager Shipmasters' and Officers' Union. He states that on his arrival in the North of England, he wished to be present at the first meeting in connection with our Society (Sunderland Branch) to lay before the members there a few private matters affecting himself, and that he was refused admittance. And so he ought to be refused admittance to any meeting held in connection with our Society, seeing that he had refused to accept the situation offered him at the annual meeting, and his non-compliance with the instructions sent him by the general manager, Capt. J. W. Wright, which was duly laid before the members of the South Shields Branch, upon which a motion was moved and carried that he be expelled forthwith; hence the refused admittance. With reference to the misstatements about the £10, it is well known to all the delegates who sat in council in December, 1890, that the £10 was given to assist him in getting to Barry, where he was appointed to act as Branch secretary; also, while he being allowed to attend the meeting that he did appeal to the delegates assembled to reinstate him as secretary and not as the assistant; and, furthermore, laid before them, the utter impossibility of him being able to obtain a berth, owing to him likely to be boycotted, hence the appointment to Barry and the £10 to assist him there. Since he has managed to get his letters published, kindly allow me to lay before the seafaring community generally the why and wherefore of his dismissal. It is a well-known fact that Luccock got into some trouble in South Shields, which cost him something like £6 5s. 10d., which he says he borrowed from the Society's funds, saying at the same time the Union ought to pay. For what? For him getting into trouble after midnight, which was proof positive he was not on Union business in the small hours of the morning. He thinks this a miscarriage of justice. Well, why did he not appeal when he had the right to do so? There was a higher court to consider that miscarriage of justice. —I am, Sir, yours, etc.,

H. SMITH BARRETT.

[Our correspondent encloses the balance-sheet, May 13, 1889, to Nov. 23, 1890, and deals with Captain Luccock's statements seriatim, but we have not room this week for them, or another letter on the subject. More next week.—Ed. *SEAFARING.*]

##### THANKS.

*To the Editor of "Seafaring."*

DEAR SIR,—Will you kindly allow me through your valuable medium to say, that we, George Parker and David Sharp, the two firemen who were left in Dieppe by the s.s. *Griepast*, beg to return our sincere and heartfelt thanks to Mr. Moodie, secretary of Burntisland Branch, and Mr. Cowie, of Grangemouth Branch, for their very great assistance and advice during the six weeks we have been idle, and to inform the many who are interested in our case that Mr. Cowie, of Grangemouth, took our statement and handed our case over to the Mercantile Marine superintendent of that port, and the result is that the money due to us lies at the Mercantile Marine office, Sunderland. This is not the end of it. We sincerely hope that our Union may long be represented by such men as Messrs. Cowie and Moodie. Wishing every success to *SEAFARING*.—I am, dear Sir, yours faithfully,

GEO. PARKER.

Copenhagen, April 29, 1891.

#### SHIPS AS SEWERS.

*To the Editor of "Seafaring."*

SIR,—The shipowners are in favour of increasing the number of reformatory ships for boys, and at the same time they are going to raise the standard of the mercantile marine by sending those boys on board a merchant ship. Why not send them into the Navy? Not they. Such boys are not wanted there. Boys from such sources are refused by Government, but still they are sent into the merchant service. If they have a poor boy sent him to sea; bad boy, send him to sea; dirty, lazy or weakly boy, pack him off into the merchant service. It is quite evident these boys have to live, but do not send them among men that are hard and rough, send them into work on shore where the eye of the law will always be upon them, and instead of getting worse than before, they have a chance of improving and showing an example in the battle of life. I do not wish to throw discredit on any boy that may have gone wrong at an age when he is hardly accountable. But why should we as seamen be pestered with such when there are other and better ways of employing his young mind? If we have more training ships I would like to see in them boys that are brought on board the training ship by their fathers and mothers, and not by the law. I suppose the shipowners have forgot the time they wanted a law to open the prison door to all convicts that were willing to go into a merchant ship, but as custom becomes law they are now on the verge of doing the very thing that was protested against by the country. We Britishers must have our eyes open else the "good old times" may be sprung upon us again.—I am, yours, &c.,

G. COWIE.

North Shields.

#### ALLEGED OVERLOADING.

*To the Editor of "Seafaring."*

DEAR SIR,—We the undersigned would like to give our experiences on the above subject. We left Hartlepool March 5, 1891, in the s.s. [redacted], loaded at Sevastopol, and called at Malta for bunker coals. After taking these in, thinking she looked low in the water, we measured her, and found that instead of having 1 ft. 11 in. freeboard, what we were entitled to, we only had 1 ft. 7½ in. This meant she had about 70 tons of cargo too much. We informed the captain of this, and he acknowledged she was overloaded, but tried to get us to proceed to sea, but all in vain. He said, "Now boys, let it be grog and get away," but even this tempting bait did not take. He then brought a Mr. J. F. Inglett, represented as a B.T., but wore the costume of the marine police. This gentleman also tried to get us to go. No use, so he told the captain to take some cargo out. After taking about 25 tons, they again asked us to proceed. We agreed to do so, but it was to find out the following:—1st. Whether Mr. Inglett is B.T., policeman, or ship's surveyor, and if he is acting by Government authority in persuading men to proceed to sea in such ships. 2nd. Whether the captain is not liable to a fine for bringing his ship to sea in an overloaded state. Perhaps a marine insurance Company or the Board of Trade will answer the above questions. We were told by the captain that foreign ships overloaded, therefore why not English shipowners. He said the owners had no chance of competing with foreigners unless they did. Poor shipowners! Yes, the opposite we think. After leaving Malta and Gibraltar our letters, which we had taken off, were returned to us, with the information "that he was not supposed to post them." Why did he post those of the officers and three men who did not go off to complain at the same time? Is this the justice you get for standing out for your rights? Hoping that you will kindly publish this, and thus help to put a stop to overloading in the future.—We remain, yours sincerely,

THE NO-GROGITES.

#### "ONLY SAILORS."

*To the Editor of "Seafaring."*

SIR,—Kindly allow me a little of your valuable space to bring before your readers a case which I heard tried in the Edinburgh Sheriff Court on Wednesday, April 29. Four sailors were summoned to appear on a charge of disobeying the lawful commands of the master while on articles on board the s.s. *Crema* on a voyage from New York to Leith. One of the four unfortunately met with an accident the night before the trial and was taken to Leith Hospital, consequently he could not appear, and another being entered in the indictment wrongly, did not answer the name when called, therefore there were only two remaining to be tried, namely, A. Peterson and Charles Dunnet. The first witness called was the master of the

vessel, who stated that the men refused to come on deck on the afternoon of April 23 (two days before the vessel was due in port) to paint and clean the ship, and he (the captain) asserted that the work was necessary in order to keep the ship in a sanitary condition and as a protection from the weather. The chief officer corroborated the master's statement, and was cross-examined by the solicitor for the defence as follows:—*Question*—What part of the ship did you wish the men to paint and clean? *Answer*—Oh! well, the masts, yards, bulwarks, etc. *Question*—Was there any part of the work unfinished through the men not turning out when they should have been sleeping? *Answer*—Yes, the lamp locker is not done yet. Here his Lordship said he did not think it necessary to call any more evidence, as it was quite clear that the men had disobeyed the lawful commands of the master. He then asked if there were any witnesses for the defence. The solicitor for the defence: Yes, your Lordship; I wish to prove that it was not the custom in that Company to call men out in their watch below. His Lordship: Who and what are they? The solicitor for the defence: They are sailors. His Lordship (with a smile): Oh, sailors; only sailors. (The captain and mate seemed to greatly enjoy this remark.) The solicitor for the prosecution reminded his Lordship that four weeks was the limited term of imprisonment for this offence, but he would only ask that the men be sent to prison for 14 days (which he particularly pressed for) and that they forfeit all wages, as the prosecutors had been at great expense. The solicitor for the defence thanked his learned friend for his leniency, but he thought two hours would be sufficient imprisonment for the offence committed, without forfeiting any wages. His Lordship said he did not think it a very serious crime, as the ship was not detained, neither was the navigation of the ship interfered with, and he would sentence the prisoners to three days' imprisonment. Now, sir, you might permit me to say a few words regarding the master and mate's evidence. What surprises me more than anything is that gentlemen, such as the master and mate of the *Croma*, of 16 or 20 years' experience at sea, should come into Court and assert that painting masts, yards and bulwarks was so important for the sanitary condition of the ship as to necessitate the men working 16 hours at one spell. This is stuff and nonsense. I believe it is well known to every master and mate that this keeping of men working their afternoon watch (when they should be resting) could be easily made a thing of the past. I regret to say that much more could be done than really is done by masters and mates to make the life of Jack more comfortable. I do not wish it to be understood that I would encourage my brother seamen to disobey the commands of any officer while on articles, for I am aware the Merchant Shipping Act binds us at present. I say at present, because I believe that the day is not far distant when such cases as that of the *Croma* will be things of the past, and the only way to accomplish this is to stick to the Union. It is the only channel through which Jack can steer his old barque, laden with grievances, to the proper haven, Port Parliament. The power is within the grasp of every British seaman if they would just clutch it before it passes by. It was only through being members of the Union (which took up their case and defended them) that the *Croma* men got off with the sentence they did get, as the wish of the prosecutor (according to the indictment) was that they should be sentenced to four weeks' imprisonment and forfeiture of over £3 of their wages—thus showing one of the many (and at present one of the principal) benefits of the Sailors' and Firemen's Union. Trusting I have not trespassed too far as on your valuable space.—I remain, sir, yours in unity,

J. M. B.

CARDIFF, MAY 13, 1891.

Where is the victory now?  
Where, owners, are your gains?  
What has your money done;  
Your prisons or your chains?  
Failed to shake seamen's faith,  
As others failed before:  
While Wilson has won martyrdom,  
We honour him the more.

GRAYSONIAN.

## TO CORRESPONDENTS.

A MEMBER OF NEWPORT BRANCH—Mr. Maxwell, who was the treasurer to the Wilson Testimonial Fund, can answer your first question. As to your second, it is obviously impossible for us to tell where the papers go to once they are published.

## BOSUN'S LOCKER.

"Why not tell her the facts in the case and have done with it?" I suggested.

"Whoop! stranger, but you must be crazy. She was a ten thousand dollar widow, and I didn't have a second pair of socks when I married her, and I won her heart by praising her poetry and predicting that she'd make Longfellow and the rest of 'em hide under the fences in less'n a year. See? Observe the situation? Appreciate what'll happen if she lights down on me? I git off here. That'll give me two hours to think and if I can't work something good out of the top of my head it's good-by, Jones, and a hard winter coming on."—*Wardtown Register*.

## CUNNING OLD ROOSTER OF A DARKEY.

A negro went into a grocery store and approaching the proprietor said that a few moments before, while standing on the sidewalk, he had dropped a silver dollar and it had fallen through the grating into the cellar. "An," he added, "I doan' like ter boddor you, but I wush you would let me go down an' git it, caze in dese yere hard times I kain' f'od ter lose dat much o' hard 'arned libin'. I woudnter dropped it, but I turned my pocket wraung side out ter fine 10 cents ter gin er po' boy."

"Why, of course you can get it," the grocer answered. "Bill," he added, calling the porter, "go down in the cellar with this man and help him find a dollar that he dropped through the grating."

"Oh, neber mine puttin' him ter dat trouble, sah," the negro quickly protested. "I kin find it in er minit, caze I seed it whar it fell."

He hastened into the cellar and upon returning bowed to the grocer and said: "Much obleeged ter you, sah."

"Found it, did you?"

"Oh, yas, sah; layin' right dar whar I dropped it. Wall, good day."

"Hold on a minute," said the grocer. "What's that under your arm—that something bulging out from under your coat?"

"Whut, under dis arm?"

"Yes, under that arm."

"I've got a bille, sah, an' dat's whut make me hol' my arm up."

"But did you have it when you went down?"

"Cose I did. Dun had it fur mo' den er week."

"Take off your coat and let me see it."

"I kain't do dat, sah, caze de doctor dun tolle me dat if I took off my coat I'd take col' in de thing an' hab er powerful bad time. I done dat sorter thing onct when I wuz libin' in Alabama, an' I wush I may die dead if it didn't putty nigh turn out my light. I is sorter in de habit o' habbin' dese things—sorter runs in our fam'ly. Wall, I must be gwine."

"Just hold on a minute. What doctor have you got?"

"Dr. Spinner, sah, an' er powerful fine man he is, too."

"Oh, I know him very well," said the grocer. "In fact, he and I used to practise medicine together before I went into this business."

"You doan say so? Wall, you wuz in powerful good comp'ny."

"Yes, and by the way I met the doctor this morning and I remember now that he spoke of your ailment and requested me to examine it."

"Did he, sah?" the negro asked, slowly scratching his head.

"Yes, and to keep my word with him, I must insist upon an immediate examination."

"Yas, sah. It wuz erbout ted er clock dat you met him, wan't it?"

"Yes, I think it was."

"Wall, I seed him 'bout leben er clock an' he tolle me dat he had axed you ter look at it. Woudnter thought o' it if you hadn't called it ter mine. Yas, saidat an' den tolle me ter tell you not ter look at it caze he might'ly er feared dat I gwine take col'."

"You old scoundrel. What have you got under that coat?" said the grocer, advancing.

"Ain't got nutthin' but dese yere," he replied, taking out two cans of oysters. "Seed 'em down dar an' jest happened ter pick 'em up. I didn't go ter do it. I doan reckon I'se right in my mine."

"Well," said the grocer, "shew me the dollar that you dropped in the cellar and I will give you both cans."

"Oh, neber mine 'bout the dollar; it's all right, an' sides dat, I doan make my libin' by gwine round er shewin' my money. I'se gwine now, an' I'se glad ter git outen sich er pizenous house."—*Arkansaw Traveller*.

## SHE HASN'T BEEN IDENTIFIED YET.

"Is there any sign by which your missing wife may be identified?" asked the chief detective.

"I don't know, unless this: She always turns round when another woman with a new bonnet passes her."—*New York Mercury*.

## VERIFYING A STATEMENT.

Pa: "Blanche! I wish to caution you against giving that young Twaddle any encouragement; he's not the style of man I fancy."

Blanche: "Don't worry, pa, about my cultivating any fondness for him. He makes me tired."

Bub: "That's so, pa! He made sis so tired last night that she had to sit on his lap to rest."—*New York Mercury*.

Everybody's business.—To mind his own.

Painters are not of a military turn generally, yet they stand by their colours.

Pat again.—An Irish lover remarked, "It's a very great pleasure to be alone, especially when your sweetheart is wid ye."

"You'd make a good executor, Banks." "Why?" "You have such a natural aptitude for minding other people's business."

She (piqued): "I don't know exactly what to make of you, Mr. Bland!" He (eager to suggest): "Er—why not try a husband?"

Something in a name.—"Why do you always refer to your valet as your 'retainer'?" "Because he always keeps everything he finds."

Mrs. Littlun (as her husband enters): "Huah! Baby's asleep." Mr. Littlun: "But that's the only time I have a chance to be heard."

Their worst feature.—Mrs. Sanso: "The fashions change so often?" Mr. Sanso (gloomily): "Yes, and they change a hundred dollar bill each time."

Near Tacoma there is said to be a sign which reads: "This road is not passable, not even jackassable; and those who wish to travel it should turn out and gravel it."

German landlord (to agent for firm of wine-growers): "How is it you sell your red native wine dearer than the white?" Agent: "Do you think we get the colour for nothing?"

"How did you manage to get out of your engagement with Jessie without a breach-of-promise suit?" "I threatened to wring her pug dog's neck, and she jilted me."

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Meetings of Shipmasters' and Officers' Union also held here.

THE BEST HOUSE FOR  
SAILORS' & FIREMEN'S BOOTS & SHOES

18

S. VINICOMBE'S,  
11& 23, VICTORIA DOCK RD., E.  
ESTABLISHED 1867.

## SOME FUN.

Widow: "Have you any particular virtue, Mr. Kute, that might make me feel inclined to trust my daughter to you for life?" Comic paragraphist: "Yes, my dear madam, I have. I've never made a joke about a mother-in-law in my life!" Widow: "Take her! She's yours!"

Wife (complainingly): "Mrs. Flushley always has plenty of spending money of her own. Her husband believes a wife ought to have it." Husband: "Well, so do I!" Wife: "What, you do?" Husband: "Certainly. If you had plenty, you wouldn't ask me for some so often."

Waiter (looking in on a noisy card party in hotel bedroom): "I've been sent to ask you to make less noise, gentlemen. The gentleman in the next room says he can't read." Host of the party: "Tell him he ought to be ashamed of himself. Why, I could read when I was five years old."

Some good stories are told of provincial mayors and their wives. Here is one: The Queen and Princess Beatrice had opened an exhibition, and then in the visitors' book they appended their royal names: "Victoria" and "Beatrice." Next came the turn of the mayoress, who in a flowing hand wrote "Jane."

Lenten restrictions.—Fledgely: "As it is all over with us I wish you would return me the ring and watch I gave you." Alice: "I cannot give them to you until after Lent." Fledgely: "But I insist upon them now." Alice: "You know, Mr. Fledgely, that I cannot indulge in any pleasure during this season."

"Perhaps you are not aware that I had over a dozen proposals of marriage before I got yours," said Mrs. M'Dougall, stiffly, after a little tiff with her lord and master the other morning. "And perhaps, madam, you are not aware that I proposed marriage to nearly a score of women before I became acquainted with you," retorted that gentleman, haughtily.

An Edmonton lady had a half-grown girl in her employ whose only fault was a propensity to leave finger-prints on doors. A month after they had parted they met in the street. "Well, Jane," said the lady, "how are you getting on?" "First rate, ma'am," replied Jane, with a beaming face. "I'm with a lady that ain't so werry particlar, and she has to wear specs!"

Erin is not always appreciated by the British Army. A short time ago the — Regiment of Dragoons relieved the — Regiment of Lancers on Irish service. The departing and incoming regiments passed each other on the North Wall, Dublin (place of embarkation), the band of the incoming regiment playing, "Come back to Erin," that of the one marching out, "Not for Joe!"

Ma conscience!—An old pensioner of the 42nd and a good judge of "Glenlivat" was brought before a Scotch bailie on the charge of over indulgence in his favourite beverage. It was not by any means his first offence, and he trotted out his usual plea that he was one of the last survivors of the Battle of Waterloo. To this the bailie replied, "Weel, Sandy, I'll let ye aff this time; but, mind ye—and it's as sure's death—if ye come here again, I'll clap ye in jile, though ye were the last survivor o' the Battle o' Bannockburn!"

## A WAIL.

Lives of poor men oft remind us  
Honest toil don't stand a chance.  
More we work we leave behind us  
Bigger patches on our pants.  
  
On our pants, once new and glossy,  
Now are spots of different hue;  
All because subscribers linger,  
And won't pay up what is due.  
  
Then let all be up and doing;  
Send your mite be it e'er so small;  
Or when the snows of winter strike us  
We shall have no pants at all.

Nasmyth, the inventor of the steam-hammer, one day answered an advertisement for employment with a large shipbuilder. One of the partners began chaffing him about his name. He said, "Ye canna use a hammer, for your nae smith, as yer ain name tells." Nasmyth replied, "Yer ain name tells a lee mair than mine, for, tho' ye call yersel' Elder, ye're only a bit laddie. But I'll let ye see my hammer gie a stroke that will send a spike farther into the grund than a' yer thousand men could do though they hammered for a hundred years." And he did it.

Youth: "I tell you what, grandmother, I'll never marry a girl who is not my inferior." Grandmother (severely): "Addison, do you want to marry an idiot?"

Old General Sherman told good stories, and here is one of them: When I was with the army in Georgia, a slave owner one Christmas missed a fat turkey. He suspected a fine-looking coloured man and had him brought before him. "You have stolen my turkey and eaten it," said the irate master. "I se no gwine to say I didn't when you says I did, massa." "I ought to do something to you. What have you got to say why I should not punish you?" "Well, massa, you hain't los' anything particular. You see, you had a little less turkey and a good deal more nigger." And the master had to acknowledge the philosophy of his slave and let him go unpunished.

One can't succeed.—A young lady applying for a situation as teacher in London, in reply to a question, said, "I ain't much of a arithmeticker, but I am an elegant grammairist."

A farmer in the neighbourhood of Dunfermline was accosted by his landlord: "John, I am going to raise your rent." John replied, "Sir, I am much obliged to you, for I canna rais' mysel'."

Amusing liabilities.—Master thief: "What yer so glum about? Didn't ye git ther chap's overcoat?" Apprentice: "Yes; but ther' wuz a lot er bills in ther pocket. Will I hav to pay 'em?"

Fred: "Papa, I've made a great discovery." Mr. Rambo: "Well, my son!" Fred: "I've found out that the heavy end of a match is the light end." Mr. Rambo (fiercely): "You go to bed, sir."

Up to date.—"How's this, Dauber? You've painted Father Time with a mowing machine instead of a scythe." "That's all right. We artists of the modern school keep up with inventive progress."

Conscientious reasons.—She: "Why didn't you congratulate him just now? He's going to be married." He: "Well, you see, I couldn't conscientiously congratulate Haines on marrying any girl that would have him."

"Good-bye," quoth she, "you'll see me off to-night, that is, if you have leisure!" "Delighted, I am sure," said he, "and with the greatest pleasure." And even to this day he can't think why she cut him dead ever since.

Appreciative.—Clarice: "Oh, Mr. Pennington, there is one thing I do so like about your novels!" Mr. Pennington (much pleased): "Yes? And what is that?" Clarice: "They are printed in such clear type!"

Customer: "I say, it's too bad! Those eggs you sold me are new-laid positively smelt!" Egg-dealer: "Very sorry, sir. I see I made a mistake. I gave you a dozen of our 'warranted fresh eggs' instead of new-laid ones!"

Dobbs: "I couldn't possibly sleep as late as you do. Why, I am out of bed and as busy as a bee before 5 o'clock every morning." Dobbs: "You don't say so. How long have you been doing that?" Dobbs: "Ever since baby came."

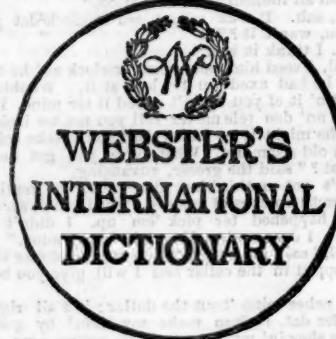
Couldn't promise.—"You will let me go to your wedding, will you not?" said one girl to another companion. "Upon my word I can't promise. My folks are in such a rage about my wedding that I am not sure they will let me go to it myself."

Committeeman: "How long will your lecture be?" Lecturer: "It will take me about an hour and a half to deliver it." Committeeman: "But we want the entertainment to last two hours." Lecturer: "Well, it probably will when you allow for the applause."

Collector: "Can you let me have the amount of this little bill to-day, Mr. Jone-smith?" Jone-smith: "I'll pay you on the first of the month." "But you told me that six months ago." "Quite likely. I am not a man who tells one tale to-day and a different one tomorrow."

**NEW EDITION,**  
**THOROUGHLY REVISED AND**  
**GREATLY ENLARGED.**

**2118 PAGES. 3500 ILLUSTRATIONS.**



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**Editorial Work upon this revision has been in active progress for over 10 Years. No fewer than 100 Editorial Labourers have been engaged upon it, and over £60,000 was expended in its preparation before the first copy was printed.**

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COVENT GARDEN, LONDON.**

## AS OTHERS SEE US.

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*Resolution passed at meetings of seafaring men in principal ports:*—"This meeting pledges itself to support SEAFARING."

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*Star:*—"Good literary matter."

*Liverpool Daily Post:*—"Most popular."

*Glasgow Herald:*—"Interesting."

*Liverpool Mercury:*—"The organ of the seafaring class."

*Weekly Times and Echo:*—"The parent of the Seamen's and Fishermen's Unions."

*Weekly Dispatch:*—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."

*The People:*—"Useful."

*Liverpool Echo:*—"Multiform attractions."

*The Democrat:*—"Useful work."

*Seaboard:*—"A warranty of long life."

*Baillie:*—"Dealing even-handed justice."

*Weekly Budget:*—"A career of much prosperity and usefulness."

*Mercantile Marine Service Association Reporter:*—"Written in true sailor style."

*Scottish Leader:*—"Its sails are already filled with a favouring breeze."

*Men and Women of the Day:*—"Enjoys an enormous circulation."

*Derry Journal:*—"High reputation."

*Western Daily Press:*—"Full of original matter."

*Eastern Daily Press:*—"Something in its columns to suit even gentlemen of England."

*Engineers' Gazette:*—"Rapidly improving."

*Northern Echo:*—"Vigorously written, Doing its work well."

*Southampton Observer:*—"Zeal and ability."

*Tonbridge Free Press:*—"Interesting to everybody."

*Hampshire Independent:*—"Well conducted."

*Cork Examiner:*—"Most valuable."

*South Wales Echo:*—"Well edited,"

*Hastings News:*—"A welcome guest."

To the Married and those Intending to Marry of both Sexes.

READ Carefully my New Book, which treats Every Branch of this Delicate Question of Large Families, with a check as commanded by an eminent London physician. Send at once postal order for 1s., and 1d. stamp, with name and address plainly written, to the Author, Mr. W. J. Douse, Radical Lecturer, Kingsley House, Nottingham. An M.P. writes us:—Book most valuable and moral in tone. Name this paper, please.

**TOBACCONISTS COMMENCING,  
JEWELLERS, STATIONERS, &c.**  
An Illustrated Guide (320 pages, 2d.)  
"How to open a Cigar Store, £20 to £1,000."—TOBACCONISTS' OUTFITTING CO., 186, Buxton-rd., London. Note—A Prospectus on the other side.  
(free).—Manager, H. Myers, Established 1866.

## SAILORS' AND FIREMEN'S UNION NOTICES.

### LEVIES.

#### TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:

Aberdeen	London, all Branches
Arbroath	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goole	Sunderland
Grangemouth	Swansea
Green's Home	Tidal Basin
Grimsby	Tower Hill
Hull	West Hartlepool
King's Lynn	Whitby
Liverpool	

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

All the London Branches have unanimously adopted the Levy, also the 6d. per week contribution.

#### DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

#### LEITH BRANCH.

On and after Wednesday, May 6, and until further notice, all communications for the above Branch should be addressed to Mr. James Brown, Seamen's Union Office, 15, Commercial-street, Leith.—ARCHD. PRATT, President.

#### LIVERPOOL BRANCH (Malakoff Hall).

The business carried on at this Branch will shortly be removed to more suitable premises, near the Sailors' Home, at No. 8, Price-street, of which removal due notice will be given in SEAFARING. Branch Secretaries will please note.—HENRY R. TAUNTON, Secretary.

#### LONDONDERRY BRANCH. BANNER FUND.

Purchasers of tickets in aid of above fund are requested to take notice that the drawing of prizes is postponed until Monday, June 1, as a large number of books of tickets from other towns have not yet been received.—A. O'HEA, Secretary.

#### MARYPORT BRANCH.

All communications for the above Branch to be addressed to F. F. Gant, 75, King-street, Maryport, on and after May 9.—F. F. GANT, Secretary.

#### NOTICE TO BRANCH SECRETARIES.

All Secretaries are requested to pay particular attention to all vessels trading from the ports of Wicklow, Arklow, and Dungarvan. Secretaries and outside delegates should insist on seeing their contribution cards, and, if not produced, action should be taken at once.—E. DONNELLY, Organizing Secretary for Ireland.

## NATIONAL UNION OF DOCK LABOURERS IN GREAT BRITAIN AND IRELAND.

### SPECIAL NOTICE TO DOCKERS.

46, HANOVER STREET,  
LIVERPOOL.

March, 1891.

#### FELLOW MEMBERS,

As you are doubtless aware, SEAFARING a weekly newspaper published in London, is the official Organ of the Seamen's and Firemen's Union. To its fearless and sterling advocacy is largely due the great success which has attended the efforts of the Union officials to improve the condition of their Members. In it is to be found the fullest and most reliable information of the workings of the Seamen's Union throughout the United Kingdom.

The interests of the Seamen, the Firemen, and the Dockers are, if not identical, closely related to each other, and it is of the utmost importance that the Members of each Union should know what the Members of the other are doing. That a proper and friendly understanding should exist between the Members of the two Unions this knowledge is necessary, and it can be had through the columns of SEAFARING. We have arranged with the Editor of SEAFARING that a large section of its space shall be devoted to the cause of the Dockers. In it will be found reliable reports, official reports of the work of the Dockers' Union, reports on the condition of trade in the various Ports where we have Branches, and items of such general news as will be of use to Dock Labourers. Questions affecting both Unions will be dealt with in SEAFARING.

We have, therefore, much pleasure in recommending SEAFARING to our Members, and inviting them to buy it and read it as the Organ which in future will spare no pains to promote the cause of the Dockers, side by side with the cause of their brethren of the Seamen's and Firemen's Union.

It can be had from Newsagents, or through the Branch Secretaries.

We are, yours faithfully,

R. M'GHEE, President,  
EDWARD McHUGH, Gen. Sec.



## JOURNAL OF THE KNIGHTS OF LABOUR.

*That is the most perfect government in which an injury to one is the concern of all.*

THE JOURNAL is acknowledged to be the LEADING LABOUR PAPER in America. Its columns every week contain contributions from the ablest thinkers upon economic questions. It is the only paper in which the principles and platform of the Order are authoritatively discussed and explained.

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Send subscriptions to JOHN W. HAYES, General Secretary-Treasurer, Box 885, Philadelphia, Pa.

## SAFE ANCHORAGE.

### WHERE TO BOARD. UNION BOARDING-HOUSES.

BARRY.—Mrs. Mooney, 6, Holm-st., Cadouxton. BO'NESS.—Mrs. Baxter, Sailors' Home, East Pier-head.

CARDIFF.—Seamen's Institute, West Bute-street. GLASGOW.—James Bracken, 182, Broomielaw.

HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.

Seamen's Union Home, 48, Mytongate.

LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SWANSEA.—E. Dann, 3, Strand.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

## PROFITABLE EMPLOYMENT.

WANTED AT  
CALCUTTA,  
BOMBAY,  
SHANGHAI,  
PORT SAID,  
MALTA,  
NAPLES,  
VENICE,  
GENOA,  
& BILBAO.

Agents, dealing with Ships, to supply the Crews with an Article in

### GREAT DEMAND AMONG SEAMEN.

Payment by Liberal Commission.

Apply, with reference, by letter only, to AGENT, c/o SEAFARING.

May 16, 1891.

**PATENT WOVEN BANNERS****GEORGE TUTILL,** *Artistic Banner Painter,*

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

**83, CITY ROAD, LONDON, E.C.**

SEAMEN should visit this Establishment.  
(Close to East India Dock.)

**WATCHMAKERS, JEWELLERS, & COMPLETE  
SEAMEN'S OUTFITTERS.**

ESTABLISHED

**UNION CLOTHING DEPOT.**

(1873.)

**P. M. LEIBOW & CO.,****NEEDLE AND ANCHOR.**

210 &amp; 212, EAST INDIA DOCK ROAD, LONDON, E.

**CHARLES MILLS,**

No. 9, STATION ROAD, (Between Mill Dam and Market Ferry), **SOUTH SHIELDS.**  
NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

**TUG BOAT BRANCH.**

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of *SEAFARING*), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amerstarm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

**R. WHITE,  
WHOLESALE  
CABINET & BEDDING**

**MANUFACTURER,**  
70, 72, & 74, RATHBONE STREET,  
**CANNING TOWN, LONDON, E.,**  
AND  
28 & 29, GREEN ST., UPTON PARK, E.  
Houses Furnished from 10 to 100 gs.  
ALL GOODS WARRANTED

**SPECIALITIES IN  
SEAMEN'S BEDDING**  
PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.  
BUSH RUGS & COLOURED BLANKETS  
Sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

**T. H. WILLIAMS,**  
Member Amalgamated Sailors' & Firemen's Union  
UNION OUTFITTING STORES,  
4, FABIAN STREET, ST. THOMAS,  
(Near the East Dock),  
**SWANSEA.**

**JAMES BRACKEN,**  
SEAMEN'S UNION  
BOARDING HOUSE  
182, BROOMIELAW, GLASGOW.

**MARKET HOUSE.****WALKER & JOHNSTONE,**

GENERAL DRAPERS,

Clothers, Hatters, and Outfitters,

**MARKET SQUARE, NORTH ST., BO'NESS.**Large Stock of Ready-Mades of every description  
always on hand.Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.  
Seamen's Outfits of all kinds. Tailoring in all its

Branches, at Lowest Cash Prices.

**CAPTAIN E. DANN,**  
BOARD AND LODGINGS BY DAY OR WEEK,  
3, STRAND, SWANSEA.ALSO  
SEAMEN'S OUTFITTING STORES,  
23, WIND STREET, SWANSEA.**N. A. S. & F. UNION HOME,**  
13, ROBINSON ROW, DAGGER LANE,  
**HULL.**

This Home is Conducted on Strict Union Principles.

**G. A. HODGSON, Proprietor,**  
Financial Member, Hull Branch.**NOTICE TO UNION MEN.**  
Union men frequenting BARRY DOCK are  
respectfully requested to Board at**MRS. MOONEY'S,**  
6, HOLM ST., CADOXTON.  
(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address

**LONDON.**  
**N. A. S. & F. BOARDING HOUSE,**  
**Mrs. HICKS,**  
13, JEREMIAH STREET,  
Four Doors from Green's Home Branch Office**MASTERS' AND MATES  
EXAMINATION.**A GRADUATE prepares Candidates for the  
above in Navigation and Nautical Astronomy,  
the science also taught midshipmen and apprentices  
Individual attention. Terms moderate. Address—8,  
Princess Terrace, Greengate, Barking-rd., London, E.  
Convenient to the Docks.**MRS. ROBERT BAXTER,**  
SAILORS' HOME,  
EAST PIERHEAD,  
**BO'NESS.****SAMUEL BEGG,**  
Treasurer Hull Branch N.A.S. & F.U.**TURK'S HEAD HOTEL,**  
**MYTONGATE, HULL.**  
CONCERT ROOM OPEN EVERY EVENING  
AT SEVEN O'CLOCK.WINES, SPIRITS, BEERS, AND CIGARS OF THE  
FINEST QUALITY.Captains Supplied at Wholesale Prices.  
**OILSKINS AND SEA-BOOTS A SPECIALTY**

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(1873.)

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LONDON HOUSE, HOLTON ROAD, BARRY.Seafaring men cannot do better than buy their CLOTHING  
at McCANN & Co.'s. We buy for Cash from the best manufacturers,  
which enables us to give the best value to our customers.One price; no statement. The Largest Stock  
in the neighbourhood.  
McCANN & CO., London House, Holton-rd., Barry.  
Near Victoria Hotel; 4 minutes' walk from Shipping Office.**SEAMEN'S UNION HOME,**  
48, MYTONGATE, HULL.Members of the Union only are taken in as  
Boarders in the above Home, by Day or  
Week.**TERMS MODERATE.**  
NOTE.—All funds go to the funds of the National  
Sailors' and Firemen's Union.

J. HILL, Secretary.

**JAMES DYMOCK & SON,**  
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**PIERHEAD, BO'NESS,**  
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Stores, best quality, at Lowest Prices.**UNION MEN IN LONDON  
SHOULD GO TO****C. KELLY,**  
130 & 144a, VICTORIA DOCK RD.  
LONDON, E.,  
For Serges, Oilskins, Guernseys, Officers' and  
Seamen's Caps and Hosiery.  
Hats, Ties, Scarves, Collars, &c., of the Newest  
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PAWBROKER,  
TIDAL BASIN,  
VICTORIA DOCKS:  
SAILORS' OUTFITTER  
In all its Branches.**S. J. GOWER,**  
PRINTER,  
Wholesale and Retail  
COMMERCIAL AND FANCY STATIONER,  
NEWSAGENT, BOOKBINDER, &c.,

2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for  
SEAFARING in Hull.**DAVID BECK,**  
GROCER & PROVISION MERCHANT  
NORTH STREET, BO'NESS.  
Members of the Seamen's and Firemen's Union  
supplied at lowest Cash Price.  
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